
This is a reproduction of a library book that was digitized by Google as part of an ongoing effort to preserve the information in books and make it universally accessible.

GoogleTM books

<https://books.google.com>



656

G 79 m
suppl.

45

SUPPLEMENT No. 2—1955

RELATING TO THE

Mediterranean Pilot

**WILSON
ANNEX**

VOL. I

EIGHTH EDITION, 1951

CORRECTED TO 18th APRIL, 1955

Whenever reference is made to the Pilot,
this Supplement must be consulted

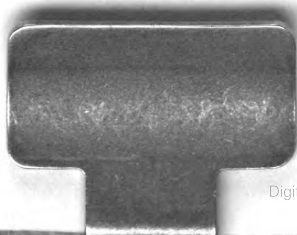
Crown Copyright Reserved

LONDON
PUBLISHED by the HYDROGRAPHIC DEPARTMENT, ADMIRALTY

To be obtained from the
Agents for the Sale of Admiralty Charts

1955

Gratis to purchasers of Mediterranean Pilot, Vol. I



ADVERTISEMENT TO SUPPLEMENT No. 2

This Supplement has been compiled by Captain F. J. B. Gibson, O.B.E., R.N., from information received in the Hydrographic Department of the Admiralty, relating to the Mediterranean Pilot, Vol. I, Eighth Edition, since its publication in 1951.

It should be retained intact for reference; its existence is to be noted on the tabular form inside the cover of the Pilot.

Whenever reference is made to the Pilot, the Supplement must be consulted.

Attention is drawn to the portions which differ from the *previous Supplement*, which are indicated in the following manner:—

Additions and alterations are enclosed by broad square brackets in heavy type.

Deletions are indicated by a heavy horizontal line.

Supplement No. 1, 1953, is hereby cancelled and all information affecting the Mediterranean Pilot, Vol. 1, 1951, contained in Notices to Mariners, up to and including No. 973 of 1955, has been embodied in this Supplement; for temporary and preliminary Notices to Mariners affecting this edition, the list of temporary and preliminary Notices to Mariners in force, published monthly in the weekly complete edition of the Admiralty Notices to Mariners should be consulted.

A. DAY,

Vice-Admiral,

Hydrographer of the Navy.

Hydrographic Department,

Admiralty, London,

18th April, 1955.

1562982

SUPPLEMENT No. 2, 1955

relating to the

MEDITERRANEAN PILOT VOL. I

EIGHTH EDITION, 1951

(Corrected to 18th April, 1955)

[CAUTION on front cover.—Line 3: For “ 16 ” read “ 20 ”]
[Line 5: After “ BRITISH ” insert “ AND COMMON-WEALTH ”]

[Line 7: After “ Ports ” insert “ ; Stopping of Movements in Ports ”]

**[Line 21: Delete and substitute:—
Communications: Signals.]**

[Line 22: For “ DANGER ” read “ PRACTICE AND EXERCISE ”]

[Line 25: Delete “ SINGLE ”]

[After line 29 insert:—

No. 8A WARNING SIGNALS TO DENOTE THE PRESENCE OF A SUNKEN SUBMARINE.]

[Line 31: For “ W/T AND R/T ” read “ RADIO ”]

[Line 48: Delete and substitute:—

MINES: SWEEPED ROUTES.

No. 19 THE INTERNATIONAL HYDROGRAPHIC BUREAU.

No. 20 LAWS AND REGULATIONS APPERTAINING TO NAVIGATION.]

[CAUTION. To face page ii.—Line 23: For “ STEAM ” read “ POWER ”]

[Page viii.—Below 7th view in List: insert:—

Cabo de Tossa lighthouse 143]

[Below bottom view in List: insert:—

Head of Golfo di Arzachena from the approach to the anchorage 244]

Page xxi.—Above the page heading insert:—

**[LAWS AND REGULATIONS APPERTAINING TO
NAVIGATION.**

While, in the interests of the safety of shipping, the Admiralty make every endeavour to include in their hydrographic publications details of the laws and regulations of all countries appertaining to navigation, it must be clearly understood:—

(a) that no liability whatever can be accepted for failure to publish details of any particular law or regulation, and

Page **xxi** continued.

(b) *that publication of the details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the international validity of the law or regulation.*】

【**Page xxii.**—Line 14: *Delete and substitute:—*

“(ii) Prior to 1954, when a chart was corrected from information which was ”】

【Line 16: *For “ is ” read “ was ”*】

【Lines 18, 27, 28: *For “ are ” read “ were ”*】

【Line 24: *For “ indicate ” read “ indicated ”*】

【Line 25: *After “ respectively ” insert “ , which would appear on later printings ”*】

【Line 29: *For “ may ” read “ might ”*】

【Line 32: *For “ does ” read “ did ”*】

【*After line 32 insert:—*

(iii) Since 1954, in order that more attention may be given to New Editions, Large Corrections and corrections by Notices to Mariners, and for other reasons, the making of minor corrections to Chart plates as in (ii) has been discontinued. Information of no importance to safe and convenient navigation is instead recorded for inclusion in the next New Edition or Large Correction; or for promulgation in a later Notice to Mariners should a change of circumstance alter the importance of the information.

In consequence the small correction date enclosed in a rectangle does not appear later than 1953 on navigational charts. The date within brackets may still appear and is then an indication that magnetic compasses have been corrected for a change in variation.】

Page xxv.—*After line 34 insert:—*

All temporary information is now incorporated in Admiralty Lists of Lights. The word “ **Temporary** ” is printed against such information in heavy type in Column 10.

【Line 43: *For “ in three volumes ” read “ as follows:— ”*】

【Lines 47-48: *Delete and substitute:—*

“distress signals and details of Air-sea search and rescue organisation.”】

【Lines 50-52: *Delete “ , radiobeacons ” to “ signals) ” and substitute “ and radiobeacons, including air radiobeacons useful to ships; also stations giving QTG service and calibration stations ”*】

【Line 56: *Delete and substitute:—*

“relevant codes.

Volume IV.—Meteorological Observation Stations.

Volume V.—Comprises particulars of Radio time signals, Uniform time system, Navigational warnings, and Position fixing systems (Decca, Loran, Consul, etc.).”】

【**Page xxvi.**—Lines 2-5: *Delete “ A ” to “ supplements ” and substitute:—*

“All corrections subsequent to the date of publication ”】

【Line 10: *Delete “ Supplements ” to “ the ”*】

【**Page xxviii.**—Lines 54-55: *For “ astronomical ” read “ geographical ”*】

[Page xxix.—Line 2: For “an astronomical” read “a geographical”]

【Line 11: *For “astronomical” read “geographical”*】

Page xxxiv.—Line 4: for “Volume II” read “Volumes II and V”]

【Page xxxv.—Line 51: For “ July ” read “ January ”】

Index to Admiralty published charts, S.D. 45, facing page 1.—
 Lat. $36^{\circ} 10' \text{ N.}$, Long. $13^{\circ} 00' \text{ E.}$: For "*Pto di Pantellaria 186*" read
 "*Pto di Pantellaria 193*"

[Lat. 41° 15' N., Long. 9° 30' E.: Delete charts Nos. 3913, 3914, 3915 "]

【Lat. 36° 49' N., Long. 10° 20' E.: Insert “ La Goulette 1184* ”】

【Page 5.—Line 20: *For “ Volume II ” read “ Volume V ”*】

【Page 10.—Line 49: For “ Notice ” and “ No. 8 ” read “ Notices ” and “ Nos. 8 and 8A ”】

Page 13.—Line 53: For “green” read “green”

Page 15.—Line 4: *Delete and substitute:—*

LIFE-SAVING.—Lifeboats and life-saving appliances form the principal means adopted for saving life; the stations where these are maintained are listed hereafter and are mentioned in their appropriate places in this volume.

The line-throwing apparatus, the principal life-saving appliance, can often be used with effect when a lifeboat is not available; its success, however, depends largely upon an intelligent co-operation on the part of the crew of the stranded vessel.

Signals.—In accordance with the International Convention for the Safety of Life at Sea, 1948, Chapter V, Regulation 16, the following signals shall be used by life-saving stations when communicating with ships in distress and by ships in distress when communicating with life-saving stations:—

(a) Replies from shore station to distress signals made by a ship:

Signal.	Signification.
---------	----------------

By day.—White smoke signal.
By night.—White star rocket.

} “You are seen—assistance will be given as soon as possible.”

(b) *Landing signals for the guidance of small boats bringing away the crew of a wrecked ship:—*

<i>Signal.</i>	<i>Signification.</i>
----------------	-----------------------

(i) *By day*.—Vertical motion of a white flag or the arms.

By night.—Vertical motion of a *white* light or flare. A range (indication of direction) may be given by placing a steady *white* light or flare lower and in line with the observer.

“This is the best place to land.”

Page 15 continued.

- (ii) *By day*.—Horizontal motion of a white flag or arms extended horizontally.

By night.—Horizontal motion of a *white* light or flare.

“ Landing here highly dangerous.”

- (iii) *By day*.—Horizontal motion of a white flag, followed by the placing of the white flag in the ground and the carrying of another white flag in the direction to be indicated.

By night.—Horizontal motion of a *white* light or flare, followed by the placing of the *white* light or flare on the ground and the carrying of another *white* light or flare in the direction to be indicated.

“ Landing here highly dangerous. A more favourable location to land is in the direction indicated.”

- (c) *Signals to be employed in connection with the use of shore life-saving apparatus:—*

Signal.

Signification.

- (i) *By Day*.—Vertical motion of a white flag or the arms.

By night.—Vertical motion of a *white* light or flare.

In general—“ Affirmative.”
Specifically:—

“ Rocket line is held.”
“ Tail block is made fast.”
“ Hawser is made fast.”
“ Man is in the breeches buoy.”
“ Haul away.”

- (ii) *By Day*.—Horizontal motion of a white flag or arms extended horizontally.

By night.—Horizontal motion of a *white* light or flare.

In general—“ Negative.”
Specifically:—

“ Slack away.”
“ Avast hauling.”

In the area covered by this volume “

[Line 7: After “ coast:— ” insert “ La Linea (B,C),”]

[Line 8: For “ La Garrucha ” read “ Puerto de Aguilas ”]

[Lines 8-9: Delete “ Cabo de Palas (C),”]

[Line 9: Delete “ Villajoyosa (B),”]

[Line 10: Delete “ Gandia (C),”]

[Line 13: Delete “ Barcelona (A,C),”]

[Line 15: Delete “-Palma ” to “ Ciudadela (B),”]

[Line 20: Delete “ , Bougie ” to “ (B).” and substitute “ and Bougie (C).”]

[Line 27: Delete and substitute:—

“ **BOUYAGE.—Coasts of Spain, Morocco, Algeria and Tunisia.**—The coloured diagrams facing pages 16 and 17 illustrate the uniform systems of buoyage as agreed at the London Conferences of 1933 and 1936. The French authorities have intimated their intention of adopting these systems in all the waters under their control covered by this volume. The Spanish authorities have intimated their intention of adopting the Lateral system (*see below*) only, in the waters under their control covered by this volume. The change over from the systems of buoyage formerly in use in these waters is taking

Page 15 continued.

place gradually but may still take some time to complete; Admiralty publications are being amended as the new information becomes available. **Mariners are warned that both the old and new systems may still be met with in these waters for some time to come.** The body of this volume should invariably be consulted for all details of buoyage at particular places.

The following Article gives full details of the new systems as they are being applied by the French and Spanish authorities. In all cases where the information given in the Article differs from the information contained in the coloured diagrams the latter is to be disregarded.

There are two uniform systems in use or coming into use,"

[Lines 37-38: Delete "either" to "stream or" and substitute "when"]

[Line 49: Add:—In Spanish waters lights on starboard hand marks are always *green*; their characters may be either *fixed*, *flashing*, *occulting*, *group flashing* or *group occulting*, but in the last two cases they exhibit an *odd* number of flashes or eclipses.]

[Page 16.—Line 3: Add:—In Spanish waters lights on port hand marks are always *red*; they may be either *fixed*, or *group flashing* or *group occulting* exhibiting an *even* number of flashes or eclipses.]

[Line 22: Add:—In Spanish waters these marks will consist of pillar buoys painted in red and white vertical stripes.]

[Line 24: Add:—In Spanish waters the topmarks will consist of two red cones, points together.]

[Line 26: Add:—In Spanish waters *red flashing* lights will be exhibited from these buoys.]

[Line 35: Add:—In Spanish waters, pillar buoys, painted in black and white vertical stripes and surmounted by a black St. Andrew's cross, will be used.]

[Line 36: Add:—In Spanish waters these lights will be *white*.]

[After line 38 insert:—

Quarantine anchorages are marked by yellow buoys.

Spoil grounds, and sewer outfalls are marked by parti-coloured buoys, the upper part yellow, the lower part black; if lighted they will exhibit any kind of light depending on the colours and characteristics of other lights in the vicinity.

Dangers which extend from the coast and over which there is no safe channel are marked on the seaward side by a black buoy exhibiting a *white or green flashing* light. Vessels must never pass between such marks and the adjacent coast. (Note.—These marks are used in Spanish waters only).

Areas used for exercises by land, sea or air forces are marked by buoys painted white with two blue vertical stripes which cross at right angles on top of the buoy and which when viewed from the air appear as a blue cross on a white ground. The letters indicating "Danger area", in the language of the country concerned, may also be painted on the buoys.]

[Line 39: After "Cardinal system.—" insert:—(Not in Spanish waters).]

[Page 17.—Lines 19-20: Delete "For vessels" to "and buoys" and substitute:—"For buoys, daymarks, lights, etc.; buoys"]

DIAGRAM ILLUSTRATING THE ITALIAN SYSTEM OF BUOYAGE.

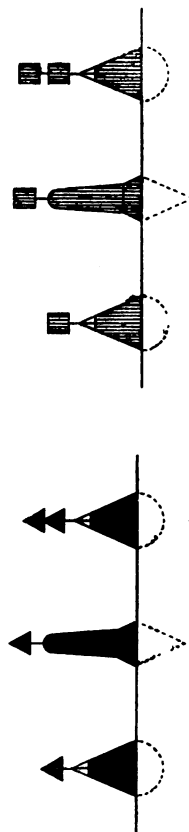


Fig. 1

Fig. 2

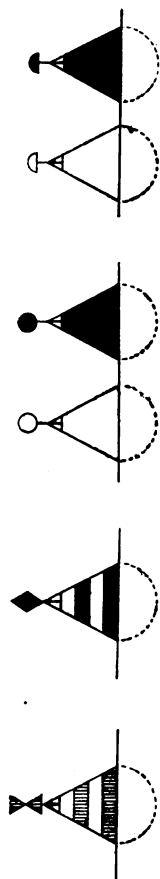


Fig. 3

Fig. 4

Fig. 8

Fig. 9

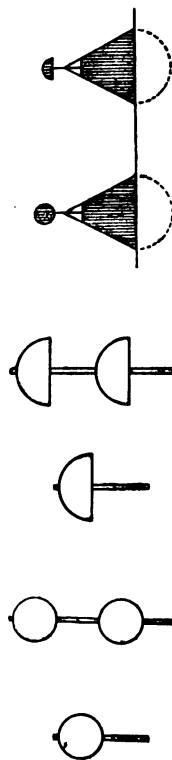
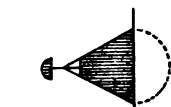
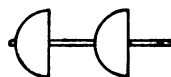
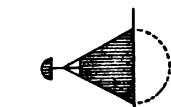
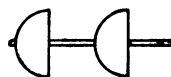
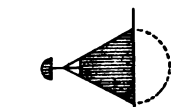
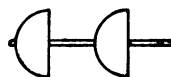
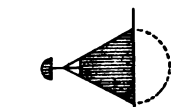
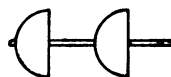
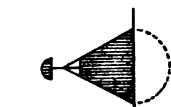
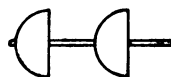
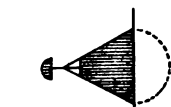
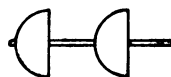
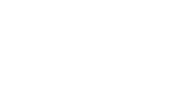
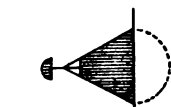
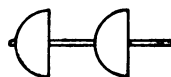
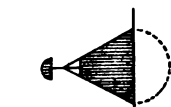
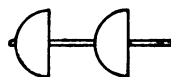
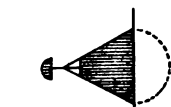
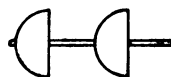
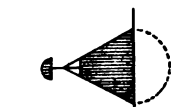
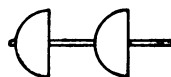
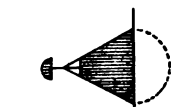
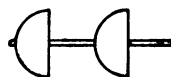
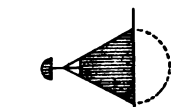
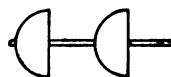
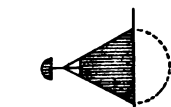
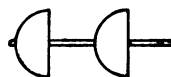
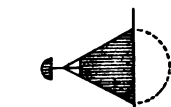
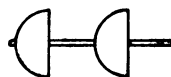
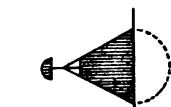
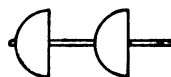
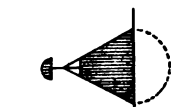
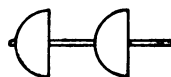
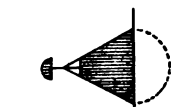
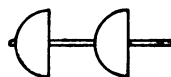
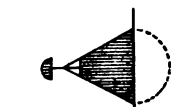
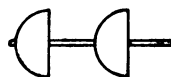
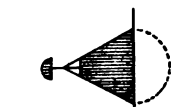
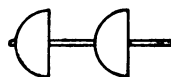
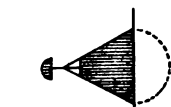
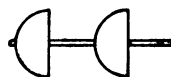
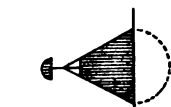
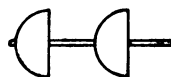
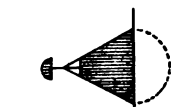
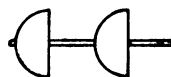
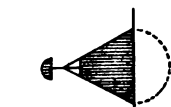
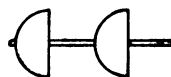
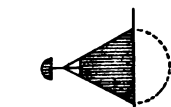
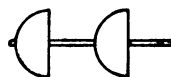
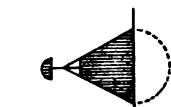
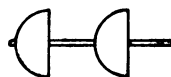
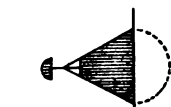
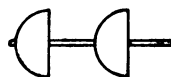
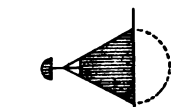
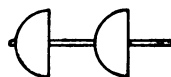
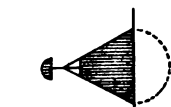
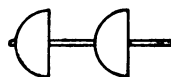
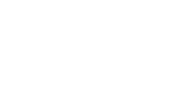
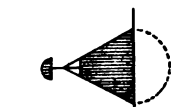
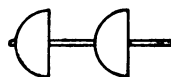
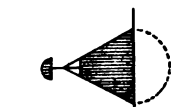
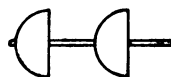
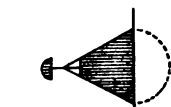
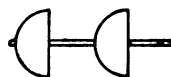
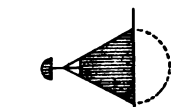
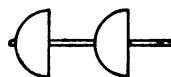
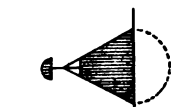
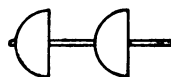
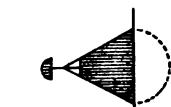
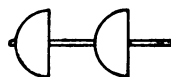
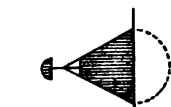
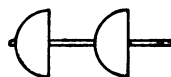
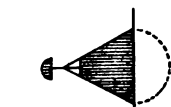
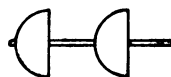
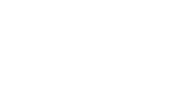
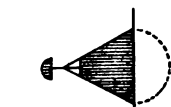
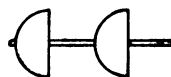
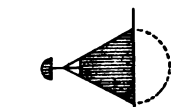
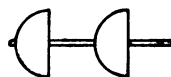
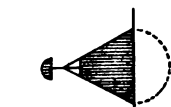
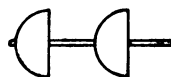
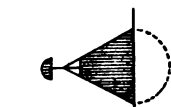
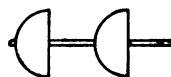
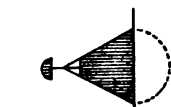
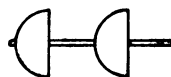
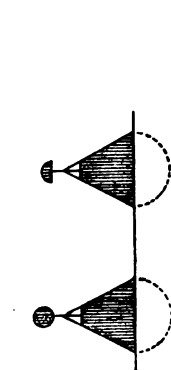


Fig. 6

Fig. 7

Fig. 10



DIAGRAMS ILLUSTRATING THE ITALIAN SYSTEM OF BUOYAGE.

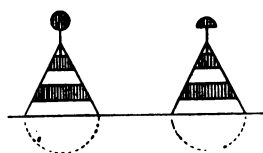


Fig. 11

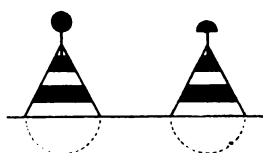


Fig. 12

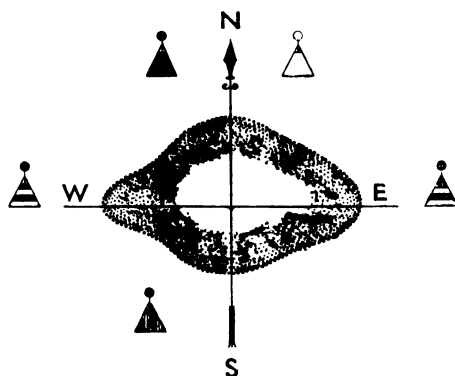


Fig. 13

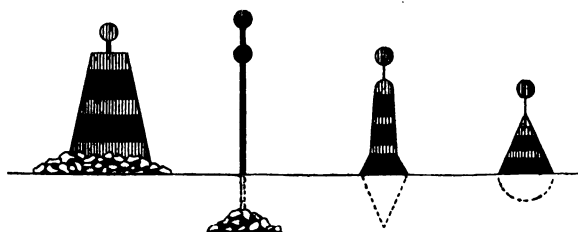


Fig. 14

Page 17 continued.

【Line 26: *Add*:—In Spanish waters, if lighted a *white group flashing* light showing an *even* number of flashes will be exhibited.】

【Line 29: *Add*:—In Spanish waters, if lighted a *white group flashing* light showing an *odd* number of flashes will be exhibited.】

【Line 32: *Add*:—In Spanish waters, if lighted a *white occulting* light will be exhibited.】

【Lines 33-56: *Delete*.】

Page 18.—【Line 1: After “*Cardinal system.*—” insert:—(Not in Spanish waters).】

【Lines 15-22: *Delete and substitute*:—

Coasts of Sardinia and Sicily.—The systems of buoyage used on these coasts is the same as that used in Italian waters generally, a full description of which is given hereunder.】

Day marking.

(A)—**Lateral system**:—

(1) *Marks to be left on the starboard or port hand by vessels coming from seaward.*

(a) The buoys, beacons and perches to be left to starboard are painted black and are surmounted by one or two black cones. See Fig. 1.

(b) The buoys, beacons and perches to be left to port are painted red and are surmounted by one or two red cylinders. See Fig. 2.

Note.—By *starboard* is meant on the right-hand side of the vessel coming from seaward; by *port* the opposite side is meant.

(2) *Marking of the sides of channels.*

(a) The marks on the starboard hand have the colour and topmarks given in paragraph (1) (a), above, and, if numbered, will be marked by *even* numbers, in white, commencing from seaward.

(b) The marks on the port hand have the colour and topmarks given in paragraph (1) (b), above, and, if numbered, will be marked by *odd* numbers, in white, commencing from seaward.

(c) The name of the channel is generally inscribed in white (either entire or abbreviated) on the marks placed at the entrance to a channel.

(d) If there are many entrance channels to a harbour, the name of the harbour is generally marked in white, either in full or with the initial only, on the buoys of each channel.

(3) *Bifurcations and junctions of channels*:—

(a) The bifurcation marks are painted in black and white horizontal bands and surmounted by two black cones, bases together. See Fig. 3.

(b) The junction marks are painted in red and white horizontal bands and surmounted by two red cones, points together. See Fig. 4.

(B)—**The Cardinal system**:—

(1) The topmarks, either single or two disposed vertically, of buoys marking the outer extremities of isolated shoals are spherical and painted in accordance with the position of the buoy. See Fig. 6, and paragraphs (3), (4), (5) and (6) below.

Page 18 continued.

- (2) The topmarks of buoys marking the inner extremities of isolated shoals are hemispherical and painted in accordance with the position of the buoy. See Fig. 7 and paragraphs (3), (4), (5) and (6).
- (3) The marks to be left to the South are painted black or white, with spherical or hemispherical topmarks, in accordance with paragraphs (1) and (2), above. See Figs. 8 and 9.
- (4) The marks to be left to the North are painted red, with spherical or hemispherical topmarks, in accordance with paragraphs (1) and (2). See Fig. 10.
- (5) The marks to be left to the West are painted in red and white horizontal bands, with spherical or hemispherical topmarks, in accordance with paragraphs (1) and (2), above. See Fig. 11.
- (6) The marks to be left to the East are painted in black and white horizontal bands, with spherical or hemispherical topmarks, in accordance with paragraphs (1) and (2), above. See Fig. 12.

Note.—For summary of the Cardinal system of marking, see Fig. 13.

(C)—**Marks common to the Lateral and Cardinal systems, and other marks:—**

- (1) *Marks for an isolated danger.*—The marks for an isolated danger which can be left either on the starboard or port hand, are painted in red and black horizontal bands and are surmounted by one or two red spherical topmarks. See Fig. 14.
- (2) *Marks indicating submarine cables.*—The positions where submarine cables are landed, near which anchorage is prohibited, may be marked by the alignment of buoys or beacons, painted green with the letter **T** in white plainly visible, and carrying the same topmarks as given in sections (A) (1) and (C) (1), above.

(D)—**Sunken vessels or wreckage.**

- (1) *Buoys for marking wrecks.*

Wreck buoys are painted green with a green topmark of the shape given either in section (A) (1) or (C) (1), above, according to whether it is to be left on the starboard or port hand or whether it constitutes an isolated danger. The name or initial of the wrecked vessel may also be shown in white on the buoy.

- (2) *Wreck-marking vessels.*

Wreck-marking vessels are painted green with the word "RELITTO" or the letter N in white on her sides. These vessels generally have two masts; one mast, surmounted by a green ball, indicates the end of the vessel which is nearest to the wreck; the other mast, surmounted by two green balls indicates the end of the vessel on the clear side of the wreck.

Night marking.

(A)—**Entrances to harbours, channels, etc.**

For the colour of lights on aids marking the sides of entrances to harbours, channels, estuaries, etc., the same rule as that adopted by vessels under way is followed, namely:—

- (1) Lights to be left on the starboard hand are *green*.
- (2) Lights to be left on the port hand are *red*.

Note.—The two lights marking the same entrance, one *green* and the other *red*, usually have the same character.

Page 18 continued.

(B)—**Sunken vessels or wreckage.**

- (1) *Wreck buoys.*—Wreck buoys exhibit a *white* light when the wreck constitutes a danger to navigation.
- (2) *Wreck-marking vessels.*—Wreck-marking vessels exhibit three *white* lights which are used in the same way as the green balls used during the day and described in section (D) (2) of the day marking, above.

(C)—**Submarine cable marks.**

The direction of submarine cables may be indicated at night by a *green* light sector.

(D)—**Danger sectors and clear sectors of lights.**

Owing to the difficulty of establishing a general uniform regulation, with regard to special characteristics of light and colour, to enable mariners to distinguish sectors which illuminate waters free from dangers from sectors which cover dangers, it is indispensable that mariners should always refer to the charts, Light Lists and Sailing Directions.

Line 31: *For " altitude " read " elevation "*

Page 21.—[Lines 31-32: *Delete " (Oran " to " ; at " and substitute " (Oran-Aïn-el-Turk in List), Algiers (Alger in List) and Bône, in Algeria; at Sfax,"*]

Line 33: *For " In 1950 " read " At Barcelona [, Valencia (El Grao in List)] and Palma de Mallorca, in Spain. In 1952 "*

Line 34: *For " Palma, Majorca " read " Cabo de Palos, in Spain. "*

Line 35: *For " Bureau " read " General Secretariat "*

[Page 22.—Lines 44-45: *Delete " 28 " to " 1926 " and substitute " 17 of the International Sanitary Regulations "]*

[Page 27.—Line 9: *For " 2 " read " 6 "]*

[Page 36.—Line 15: *For " orthern " read " northern "]*

Page 62.—Line 14: *For " 36° 06' " read " 36° 07' "*

Line 20: *After " is " insert " Sandy bay, or "*

Line 22: *For " Salto Garrobo " read " Sandy bay "*

Page 63.—Line 3: *For " 36° 06' " read " 36° 07' "*

[Line 5: *After " point " insert " also at La Linea in Spain "]*

[Line 7: *For " -buoy.—" read " -buoys.—"]*

[Lines 9-10: *Delete " A " to " Light " and substitute:—" Three conical light-buoys, each painted yellow and exhibiting a white flashing light "]*

[Line 11: *For " is " read " are "]*

[Lines 12-13: *For " 5 cables offshore." read " 6 cables, one mile and 1¼ miles offshore. The outer light-buoy exhibits a white flashing light every five seconds, the middle light-buoy every three seconds and the inshore light-buoy every second.]*

Line 23: *For " Salto Garrobo " read " Sandy bay "*

Lines 35-38: *Delete and substitute:—*

[Light-buoy.—Mooring buoys.—Target.—]Black mooring buoys lie about 6½ and 13 cables south-eastward, and 9 cables eastward of Devil's tower; a mooring buoy, painted in red and white vertical

Page 63 continued.

stripes, is moored about $10\frac{1}{2}$ cables east-south-eastward of the same tower; targets are occasionally moored to these buoys.

【A light-buoy, painted in red and yellow vertical stripes and exhibiting a *red flashing* light *every second* is moored about half a mile eastward of Great Europa point.】

A target【, painted red and yellow, is】 moored about 【4 cables east-north-eastward】 of Great Europa point.

【Page 64.—Line 10: For “ 1,025 feet (312^{m4}) ” read “ 1,006 feet (306^{m6}) ”】

【After line 44 insert:—

Tunny fishery.—Tunny nets may be found off the coast northward from Fuerte de Santa Barbara up to a distance of 6 miles offshore in the fishing season. See page 27.】

【Page 66.—Line 10: Add:—In November, 1954, work was in progress to lengthen the mole; the light on its head is moved as the work progresses.】

Page 70.—【Line 17: After “ APPROACHES.— ” insert “ Light.— ”】

After line 47 insert:—

Chart 773.

【After line 53 insert:—

A light, for the use of aircraft, is exhibited, at an elevation of 92 feet (28^{m0}), from a truncated pyramidal iron tower, 49 feet (14^{m9}) in height, situated close eastward of Churriana.】

Page 71.—Line 1: Delete and substitute:—
Chart 773.

Page 72.—Lines 2-3: Delete “ 39 ” to “ 11^{m9}) ” and substitute “ 42 feet (10^{m1} to 12^{m8}) ”

Line 10: After “ Guadiaro.” insert:—At the western end of Antepuerto is Puerto Pesquero, or fishing harbour.

After line 12 insert:—

In Puerto Pesquero there are depths of from 30 to 33 feet (9^{m1} to 10^{m1}).

Line 27: For “ Buoy ” read “ Buoyage ”

After line 41 insert:—

There is a mooring buoy in Antepuerto and, close south-eastward of it, is moored a small conical light-buoy exhibiting a *white quick-flashing* light.

Page 79.—Lines 43-46: Delete “ In ” to “ harbour.” and substitute:—【In June, 1954, the entrance channel was about 213 feet (64^{m9}) wide with a depth of 22 feet (6^{m7}), and was available to vessels with local knowledge; there was a depth of 21 feet (6^{m4}) in the harbour.】 The depths are subject to constant change.

【Page 81.—Line 44: For “ three-quarters of ” read “ half ”】

【Line 50: For “ $1\frac{1}{2}$ cables east-south- ” read “ $1\frac{1}{4}$ cables south-south- ”】

【Page 82.—Line 6: After “beach” insert “and a small jetty”】

Page 83.—Line 11: For “76” read “78”

Line 42: For “10 feet (3^m0)” read “26 feet (7^m9)”

【Page 89.—Lines 31-32: Delete.】

【Page 92.—After line 24 insert:—

Life-saving.—Life-saving appliances are maintained at Puerto de Aguilas. See page 15.】

【Page 94.—Line 12: Add:—A conspicuous monument, 43 feet (13^m1) in height, stands on a hill about 1½ cables westward of the light-structure on Cabeza del Puerto.】

【Page 95.—Lines 49-50: For “Light.—Light-buoy.—” read “Lights.—Light-buoys.—”】

Page 96.—After line 33 insert:—

A light marks the head of a pier under construction about 2 cables north-eastward of the root of the above-mentioned breakwater.

【Lines 39-40: Delete “On” to “beacon.” and substitute:—A light is exhibited from an octagonal tower on a concrete base, painted in black and white chequers, situated on the outermost rock.】

【Line 50: For “iron beacon” read “conical light-buoy exhibiting a green flashing light every second”】

【Page 97.—After line 27 insert:—

A light is exhibited, at an elevation of 23 feet (7^m0), from an iron post on the north-eastern corner of the head of Muelle de Figueroa, situated about half a mile east-north-eastward of the head of Dique de la Curra; a light is similarly exhibited from the south-western corner of Muelle de Santa Lucia close north-eastward.】

Page 99.—【Line 47: Delete “Life-saving.—”】

Line 54: For “22” read “21”

【Page 100.—Line 2: Delete.】

Page 101.—After line 6 insert:—

【After line 10 insert:—

A light, for the use of aircraft, is occasionally exhibited at San Javier.】

Page 102.—Line 18: After “Coast.—” insert “Off-lying shoal.—”

After line 22 insert:—

A shoal, with a depth of 4½ fathoms (7^m8) over it, lies about 1½ miles north-north-eastward of Punta del Estacio light and a mile offshore.

Line 42: After “light” insert “, at an elevation of 16 feet (4^m9),”

Line 44: After “light” insert “, at an elevation of 33 feet (10^m1)”

Page 106.—[Line 22: *Delete “ Light-buoy.—”*]

After line 31 insert:—

On the north-western side of the outer harbour, just within the entrance, is a fishing harbour which, in 1951, was dredged to a depth of 21 feet (6^m4). In the same year areas of the outer harbour, indicated by pecked lines on the plan, were dredged to depths of 29, 33, 36 and 39 feet (8^m8, 10^m1, 11^m0 and 11^m9).

Lines [38]-46: *Delete and substitute:—*

[A light is exhibited at an elevation of 29 feet (8^m8), from a red iron tower, 23 feet (7^m0) in height, situated at the southern corner of the fishing harbour.]

Lines 47-48: *Delete “ 13 ” to “ 6^m4) ” and substitute “ about 17 to 24 feet (5^m2 to 7^m3) ”*

Lines 52-54: *Delete and substitute:—*

“ (83^m8) wide with a depth of 27 feet (8^m2) in the fairway.”

Page 108.—Line 11: *For “ 52 feet (15^m8) ” read “ 51 feet (15^m5) ”*

Line 25: *For “ from ” read “ , at an elevation of 36 feet (11^m0), from a mast, 20 feet (6^m1) in height, on ”*

[Line 26: *Delete.*]

Page 109.—Line 31: *After “ Lights.—” insert “ Beacon.—”*

Lines 39-47: *Delete and substitute:—*

Two moles extend from the coast at Altea; in 1953, both moles were being extended and a light, which is moved as the work progresses, was exhibited from the head of each. An iron beacon, surmounted by a red cylinder, stands, at an elevation of 6 feet (1^m8), about 2 cables north-westward of the head of the eastern mole; this beacon marks a shoal.

Page 110.—Lines 36-37: *Delete and substitute:—*

A light is exhibited, at an elevation of 26 feet (7^m9), from a metal tower, 16 feet (4^m9) in height, on the head of the northern mole; a light is exhibited, at an elevation of 32 feet (9^m8), from a metal tower, 20 feet (6^m1) in height, on the head of the southern mole.

[**Page 111.**—*After line 53 insert:—*

In 1953, works, marked by a beacon with a red flag and by two small buoys, were in progress on the construction of a southern break-water.]

Page 114.—*After line 52 insert:—*

A beacon, consisting of a concrete block, stands close north-westward of the leading line and 2 $\frac{3}{4}$ cables south-westward of the light on the head of Dique Sur.

Page 115.—Lines 50-51: *Delete “ about ” to “ within ” and substitute “ on ”*

Page 116.—Lines 9-11: *Delete and substitute:—*

The entrance channel and harbour are liable to silt. In 1953, vessels of 18-feet (5^m5) draught, and a length of 360 feet (109^m7), could be accommodated.

[Lines 25-26: *Delete.*]

Page 117.—Line 9: *For “Light.—” read “Lights.—”*

After line 45 insert:—

A light, for the use of aircraft, is occasionally exhibited, at an elevation of 213 feet (64^m9), from a tower, 49 feet (14^m9) in height, about 9¼ miles north-westward of El Salar, and 7 miles inland.

Page 118.—[Lines 16-21: *Delete and substitute:—*

Espignón No. 1, on the northern side of Dársena No. 1, extends about 3 cables east-south-eastward from a position about 1¾ cables south-westward of the head of Muelle de Poniente; a floating dock is moored on its northern side and ship-building yards lie northward of its root.

In 1952, there were general depths of from 26 to 36 feet (7^m9 to 11^m0) in the port except in Dársena No. 1 which appeared to be about 10 feet (3^m0) shoaler.]

Line 22: *For “82 feet (25^m0)” read “98 feet (29^m9)”*

[*After line 49 insert:—*

A light is exhibited at the north-eastern corner of Muelle de Poniente.]

Page 119.—*After line 18 insert:—*

Tugs are available.

[*After line 29 insert:—*

For radio communication see page 21.]

Line 43: *After “COAST.—” insert “Light.—”*

After line 46 insert:—

The light, for the use of aircraft, westward of Valencia is described on page 117.

Page 120.—[Line 17: *For “Buoys.—” read “Light-buoys.—Beacons.—”*]

Line 20: *For “one cable southward” read “2¾ cables southward; in 1952 the mole was being extended southward and a light was exhibited, at an elevation of 42 feet (12^m8), from a white wooden post, 30 feet (9^m1) in height, on the head of the mole; the light is moved as the work of extension progresses and should be given a wide berth”*

Line 25: *For “38 feet (11^m6)” read “39 feet (11^m9)”*

Lines 26-27: *For “three-quarters of a cable” read “2¾ cables”*

[Line 30: *For “near the head” read “at the elbow”*]

[Lines 32-33: *Delete “about” to “cable” and substitute “nearly 1½ cables”*]

[Lines 34-37: *Delete and substitute:—*

A spit, with depths of less than 3 fathoms (5^m5) over it, extends about 3½ cables southward from the elbow of the mole.

The entrance to the channel leading to the port is marked by two light-buoys, moored respectively, about 4¼ cables southward and south-south-westward of the light-tower at the elbow of the mole and within one cable of the head of the spit; the eastern light-buoy exhibits a green flashing light every second, the western exhibits a red group flashing light showing two flashes every five seconds.

There are several mooring buoys south-eastward of the front leading light.]

Page 120 continued.

[Lines 39-40: Delete "353°" to "head." and substitute "354½°", passing between the two light-buoys, westward of a beacon with a square topmark marking the channel about 4½ cables southward of the front leading light-structure, and eastward of a similar beacon situated about 1½ cables further northward."**]**

Page 121.—*After line 31 insert:—*

A 1½-fathom (3^m2) stony patch lies just within the 3-fathom (5^m5) line about 9 cables north-eastward of the head of Dique de Levante.

[Page 122.—Line 22: For "1949" read "1953"]

[Lines 34-36: Delete "The western" to "exhibited."]

Page 124.—*After line 21 insert:—*

A detached 2½-fathom (5^m0) patch lies about 2½ cables north-north-westward of Isote de Churruca.

[Line 30: For "about 1½" read "nearly 2"]

[Lines 31-32: Delete "depths" to "(5^m5)" and substitute "a sunken rock nearly half a cable westward of it"]

[Line 33: For "1½" read "1¼"]

[Lines 34-35: Delete "about" to "(16^m5)" and substitute "3½ fathoms (6^m4)"]

[Line 49: For "9" and "16^m5" read "6" and "11^m0"]

Page 125.—*After line 51 insert:—*

An area westward of the mole has been dredged to a depth of 13 feet (4^m0), as indicated by pecked lines on the chart; a narrow area immediately south-westward has been dredged to a depth of 11 feet (3^m4).

Page 128.—Lines 52-53: Delete "is" to "of" and substitute "extends about **[6]** cables south-eastward from"

Page 129.—Lines 2-3: **[Delete "In 1950" to "long." and substitute:—**Close within the head of this breakwater, on its north-eastern side, there is a wharf, 400 feet (121^m9) in length, at which vessels drawing up to 17½ feet (5^m3) can be berthed.**]**

[Lines 9-12: Delete and substitute:—

A light is exhibited at the head of the fishing harbour southern breakwater.**]**

[Page 130.—Line 21: For "Light.—" read "Lights.—"]

[After line 40 insert:—

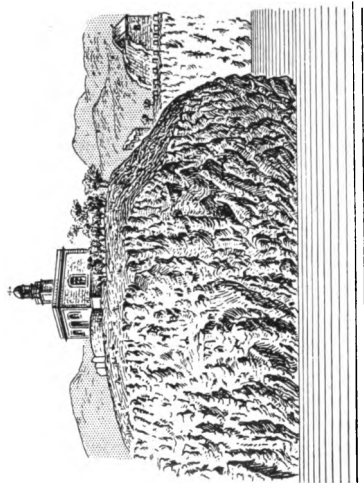
A light is exhibited from the head of a small breakwater which extends south-westward from the eastern entrance point of the river at the northern end of La Ampolla.**]**

[Page 132.—Line 19: Add:—In 1954, the eastern mole was being extended; a light marks the work in progress.**]**

Page 133.—Lines 45-46: Delete **[", at an" to "situated"]**————

Lines 48-49: Delete "26" to "20 feet" and substitute "18 feet (5^m5), from a davit, 12 feet (3^m7)"

To face page 143 of Book.
" " 15 of Supplement.



Cabo de Tossa lighthouse.
(Original dated prior to 1852.)

[Page 135.—Lines 34-36: *Delete and substitute:—*

An artificial harbour is formed by two moles which extend about a quarter of a mile offshore.

A light is exhibited from a truncated pyramid, 13 feet (4^m0) in height, on the head of the eastern mole.

A light is exhibited from a post, 11 feet (3^m4) in height, on the head of the western mole.]

[After line 41 insert:—

A light, for the use of aircraft, is exhibited from a hut painted in yellow and black chequers, situated on the summit of a hill about 1½ miles east-north-eastward of Punta de San Cristóbal.]

[Page 136.—After line 28 insert:—

Light.—A light, for the use of aircraft, is occasionally exhibited, at an elevation of 56 feet (17^m1), about 4 miles westward of the mouth of Rio Llobregat.]

Page 138.—[Line 2: After “ Lights.—” insert “ Fog signal.—”]

Line 3: After “ building ” insert “ , 43 feet (13^m1) in height,”

[Line 8: Add:—A fog signal is sounded.]

Page 139.—[Lines 18-19: *Delete and substitute:—*

For radio communication see page 21.

[Page 141.—Line 40: Add:—In 1954, Dique de Portiñol was being extended.]

[Lines 42-47: *Delete and substitute:—*

“ of 14 feet (4^m3), from an iron tripod on the old head of Dique de Portiñol. Works to extend the mole are marked by a light-buoy, exhibiting a *green group flashing* light showing *three* flashes *every eight seconds*, which is moved as the work progresses.

A light is exhibited, at an elevation of 19 feet (5^m8), from the head of the mole extending from Punta Calvario.”]

Page 143.—Lines 14-15: *Delete* “ 21 ” to “ situated ” and *substitute* “ 34 feet (10^m4), from a small light-grey, truncated, conical tower ”

[Line 16: Add:—There are depths of from 3 to 4 fathoms (5^m5 to 7^m3) alongside the inner side of the breakwater.]

[Line 45: Add:—See view facing this page.]

[Page 145.—Lines 2-3: For “ 27 ” and “ 8^m2 ” read “ 12 ” and “ 3^m7 ”]

Page 153.—Line 11: For “ 72 feet (21^m9) ” read “ 73 feet (22^m3) ”

Line 13: *Delete* “ the ” to “ of ”

[Page 159.—Line 45: Add:—It was reported, in 1954, that a second mooring buoy had been laid and that a vessel about to load salt should drop both anchors and secure her stern to both mooring buoys. In south-westerly winds a heavy swell may impede loading.]

[Page 162.—Line 20: For “ Light.—” read “ Lights.—”]

[Line 27: For “ Blacas ” read “ Blancas ”]

Page 162 continued.

[After line 28 insert:—

In 1953, a breakwater, extending from Punta de Covas Blancas, was under construction; a light marks the works in progress.]

[Page 166.—After line 3 insert:—

A mooring buoy is laid about one cable from the head of the mole and close off its inner side.]

[Page 169.—Line 17: After “Cabrera.—” insert “Light.—”]

[After line 33 insert:—

A light is exhibited from a white octagonal column, 8 feet (2^m4) in height, on the head of a small mole situated about 1 $\frac{1}{4}$ cables eastward of Punta del Castillo.]

[Page 170.—Line 30: For “Light.—” read “Lights.—”]

[After line 43 insert:—

A light is exhibited from an iron pyramid, 9 feet (2^m7) in height, situated at the head of the landing mole at Puerto de Campos.]

Page 171.—After line 47 insert:—

A light, for the use of aircraft, is occasionally exhibited, at an elevation of 186 feet (56^m7), from a control tower, 54 feet (16^m5) in height, about 3 $\frac{1}{4}$ miles north-north-eastward of Torre d'en Pau.

Page 172.—[Line 26: For “1 $\frac{1}{4}$ miles” read “three-quarters of a mile”]

Lines 29-30: **[Delete “flashing” to “minute” and substitute “group flashing light showing four flashes every six seconds”]**

[Page 173.—Line 48: Delete “There” to “roadstead.” and substitute:—A mooring buoy is laid about 3 $\frac{3}{4}$ cables east-south-eastward of the head of Dique Levante. Vessels are warned not to anchor near positions situated about 171°, 3 $\frac{3}{4}$ cables, and 149°, 5 $\frac{1}{2}$ cables from the head of Dique Levante on account of unrecovered buoy moorings.]

[Page 174.—Lines 4-5: Delete.]

Page 177.—Line 6: For “situated on the slope” read “about three-quarters of a cable west-north-westward”

Page 178.—Line 29: Delete “occasionally”

[Page 180.—Line 33: For “Light.—” read “Lights.—”]

[After line 42 insert:—

A light is exhibited from an iron pyramid, 9 feet (2^m7) in height, situated at the head of the landing mole at Cala Figuera.]

Page 181.—[After line 3 insert:—

A light is exhibited from the head of the jetty.]

[After line 27 insert:—

A light is exhibited at the head of a small mole in Cala Manacor.]

[Line 41: For “Light.—” read “Lights.—”]

Line 49: **Delete “82” to “(7^m9)” and substitute “104 feet (31^m7), from a grey tower, 45 feet (13^m7)”**

Page 182.—[Line 4: *After* “ (1^m5).” *insert*:—A light is exhibited on the jetty.]

[Line 11: *For* “ **Light.**—” *read* “ **Lights.**—”]

[*After* line 40 *insert*:—

A light is exhibited at the head of the breakwater at Cala Retjada.]

After line 55 *insert*:—

Off-lying bank.—A bank, with a depth of 18 fathoms (32^m9) over it, lies about 5 miles eastward of Punta Amer.

Page 184.—Line 31: *For* “ yellow ” *read* “ white ”

[Line 38: *For* “ **Light.**—**Light-buoy.**—” *read* “ **Lights.**—”]

[Lines 40-42: *Delete* and *substitute*:—

“ 1954, a length of nearly one cable had been completed.

A light is exhibited, at an elevation of 31 feet (9^m4), from a column on a small concrete tower situated on the head of the mole.”]

[Line 46: *Delete* “ 32 ” to “ height,” and *substitute* “ 15 feet (4^m6), from a column beside a small concrete tower ”]

[Lines 52-53: *Delete.*]

Page 186.—[Line 19: *Delete* “ A mole ” to “ head ” and *substitute*:—

“ A small artificial harbour, with depths of from 2 to 6 feet (0^m6 to 1^m8) in it, protected by two breakwaters ”]

Line 23: *For* “ 17 feet (5^m2) ” *read* “ 10 feet (3^m0) ”

[Line 24: *For* “ mole ” *read* “ northern mole ”]

Page 189.—Line 24: *After* “ **Fornells.**—” *insert* “ **Lights.**—”

After line 42 *insert*:—

Leading lights, about 120 yards (109^m7) apart, are exhibited on the northern Sargantana island; the front light at an elevation of 45 feet (13^m7), from a white truncated pyramidal tower, 20 feet (6^m1) in height; the rear light, at an elevation of 76 feet (23^m2), from a similar structure, 30 feet (9^m1) in height; the light-structures, or their lights, in line, bearing about 178°, lead in.

Page 194.—Line 16: *After* “ base,” *insert* “ 26 feet (7^m9) in height,”

[Lines 29-31: *Delete* and *substitute*:—

A light is exhibited, at an elevation of 43 feet (13^m1), from a concrete beacon situated on the southern extremity of Isla del Rey.]

Page 198.—[Line 7: *Delete* “ iron column ” to “ height,” and *substitute* “ truncated conical tower ”]

Line 54: *For* “ about 2 ” *read* “ nearly 1½ ”

Page 199.—Line 5: *Delete* “ less than ”

[Lines 7-9: *Delete* and *substitute*:—

In 1954, works were in progress to extend the mole; a light marks the works and is moved as the works progress.]

Lines 13-14: *Delete* “ westward ” to “ a ” and *substitute* “ west-north-westward and thence about one ”

Lines 15-16: *Delete* “ In ” to “ -westward.”

Page 200.—Line 8: *For* “ 1946 ” *read* “ 1951 ”

Line 10: *For* “ for some distance ” *read* “ as far as Bosa ”

Page 200 continued.

Lines 11-12: *Delete* " Notice " to " required." and *substitute*:—

As there is no leading line vessels should employ a pilot, notice of arrival being given. The port can only be entered in calm weather.

Lines 20-21: *Delete* " an " to " building " and *substitute* " a white two-storeyed house with black bands, 52 feet (15^m8) in height,"

Page 202.—Lines 22-24: *Delete* and *substitute*:—

A light is exhibited, at an elevation of 213 feet (64^m9), from a white square stone hut with black stripes on Capo Frasca.

[Line 36: *Delete* " , and " to " pier "]

[Page 204.—Line 33: *Add*:—It was reported in January, 1954, that the least depth in the loading berth was 19½ feet (6^m0) by the ore tip. Loading was possible only when the sea was calm; this can only be relied upon with north-easterly winds.]

Page 205.—Line 53: *Add*:—In 1953, harbour works were in progress in the north-eastern part of the harbour.

Page 206.—[Line 9: *For* " Light.—" *read* " Lights.—"]

[*After* line 12 *insert*:—

A light is exhibited, at an elevation of 16 feet (4^m9), from a grey square masonry structure, 15 feet (4^m6) in height, on the head of the mole at Port Vesme.]

Line 18: [For " Two buoys " *read*] " Two conical buoys, each surmounted by a cylinder "

[Lines 23-25: *Delete*.]

[*After* line 45 *insert*:—

For Directions for vessels making Porto Vesme from southward *see* pages 209-210.]

Page 207.—Line 7: *Add*:—About three-quarters of a cable southward of this pier is Molo San Carlo, about a quarter of a cable long.

[In 1954, works were in progress to extend Molo San Vittorio; the light at its head is moved as the work progresses.]

[Lines 8-9: *Delete* " , at an " to " situated "]

[Line 22: *For* " 241° " *read* " 242° "]

[Lines 29-30: *Delete*.]

Line 35: *Delete* " and " to " bands "

[Line 42: *For* " church." *read* " church; it marks the south-western side of Secca dei Marmi, which has a depth of 4 feet (1^m2) over it.

A light-buoy, with an iron framework superstructure, painted in black and white vertical stripes and exhibiting a *white occulting* light *every second*, is moored, about 13 cables eastward of the church, on the alignment of the church and monument."]

Page 209.—Line 31: *For* " Anchorages.—" *read* " Anchorage.—
Prohibited anchorage.—"

Lines 36-37: *Delete* and *substitute*:—

" There is anchorage "

Line 40: *Delete* " either " to " anchorages " and *substitute* " the above-mentioned anchorage "

[Lines 44-45: *Delete* " and view " to " 1129 "]

[Line 52: *For* " 241° " *read* " 242° "]

Page 209 continued.

[Line 54: After "light-buoy," insert " painted black and exhibiting a red flashing light,"]

Page 210.—**[Line 6: After " astern " insert " , thus passing eastward of the black and white light-buoy, exhibiting a white occulting light, moored on the alignment of the church and monument "]**

After line 8 insert:—

[A vessel making Porto Vesme or Portoscuso anchorage from southward should follow the directions given above, in reverse, until, when on the alignment of the two beacons, bearing 242°, the chimney of the tunnery fishery on Isola Piana bears 337°, she may alter course for her destination.]

Anchoring and fishing are prohibited, due to the existence of submarine cables, within an area, indicated by pecked lines on the chart, between the north-western side of Isola di Sant' Antioco and the south-eastern side of Isola di San Pietro; landing is prohibited at Punta Manca, Punta Gerino, Punta Nera and Spiaggia Grande, the four corners of the area. See page 18.

[Page 211.—Line 23: After " Canai," insert " consisting of a black square tower standing on a grey circular tower and surmounted by a black triangular beacon, the whole painted in white diagonal stripes,"]

Page 212.—**[Line 19: Add:—Strong winds between south-eastward and south-westward cause a nasty short sea.]**

Lines 47-49: **Delete [" 36 "]** to " northward " and **substitute " [69 feet (21^m0), from a lantern on a white quadrangular tower with black stripes on a building] about 2½ cables north-north-eastward "**

[Line 52: For " three " read " two "]

[Lines 53-54: Delete " the middle " to " fixed light "]

[Page 213.—Line 2: For " three " read " two "]

[Lines 3-4: Delete " the middle " to fixed light "]

Page 215.—Line 4: After " Light.—" insert " Radio D.F. station.—"

Line 34: **Add:—There is a radio D.F. station about 2 cables west-south-westward of the light.**

Page 217.—Line 40: Delete and substitute:—

" In 1952, Nuovo Molo di Levante extended about 3½ cables westward "

Page 218.—Line 3: For " 9° 06' " read " 9° 07' "

Line 21: **After " by a " insert " black conical buoy surmounted by a ball; a "**

Line 22: **After " seconds " insert " is moored about 4 cables east-south-eastward of the head of Nuovo Molo di Ponente; vessels entering should keep westward of the line joining this light-buoy and the light on the head of Vecchio Molo di Levante "**

Line 24: **Delete and substitute:—**

" depths of from 24 to 33 feet (7^m3 to 10^m1)

Page 218 continued.

In the south-eastern corner of the outer harbour is Darsena del Sale, protected on the north-western side by Pennello del Sale; this basin gives access to Canale di San Bartolomeo.

The outer harbour comprises Nuovo Basino de Ponente and Nuovo Bacino di Levante, the latter being shallow.

In the north-western corner of Nuovo Bacino di Ponente is the entrance to Canale Industriale.

There are some mooring buoys in the outer harbour the positions of which can best be seen on the chart."

Line 34: *After " the " insert " inner "*

Lines 37-38: *Delete " The " to " reclaimed." and substitute:—*

There are depths of from 15 to 16 feet (4^m6 to 4^m9) alongside the quay at the head of the basin.

【Lines 40-41: *Delete " , and " to " former "】*

After line 43 insert:—

Regulation.—All vessels are prohibited from sounding their whistles or sirens except for navigational purposes.

Page 222.—Line 33: *For " black " read " red "*

【*After line 42 insert:—*

A mooring buoy is laid close offshore about three-quarters of a mile west-north-westward of Punta Trabucato.】

Page 223.—Line 35: *Add:—*On the south-western side of the inner harbour is Banchina di Sud-ouest.

Line 38: 【*For " south-westward of it." read " south-eastward of it. In 1954, this outer harbour was enclosed and connected with the main outer harbour by a passage through the eastern breakwater, 98 feet (29^m9) wide, situated immediately southward of the spur. The enclosed area will be dredged to a depth of 11 feet (3^m4)."】*

【**Page 225.**—Line 43: *Delete.*】

【**Page 226.**—Line 1: *Delete and substitute:—*
Chart 1189.】

【**Page 227.**—Lines 1, 47: *Delete and substitute:—*
Chart 1189.】

【Line 5: *For " 1945 " read " 1954 "】*

【**Page 228.**—Lines 1, 40: *Delete and substitute:—*
Chart 1189.】

【Line 48: *Delete.*】

Page 230.—Line 19: *Delete " disused "*

Line 20: *After " lighthouse " insert " ; reports can be transmitted to Lloyds through this station "*

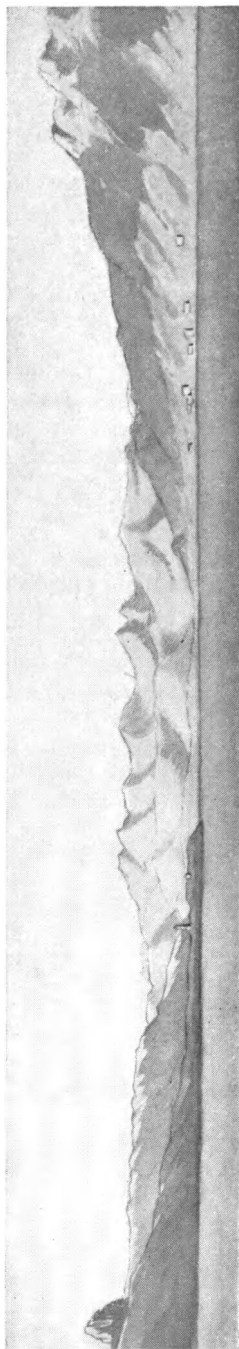
【Line 40: *For " 3915 " read " 1189 "】*

【**Page 231.**—Line 1: *For " 3915 " read " 1189 "】*

【Line 15: *Delete.*】

【**Page 232.**—Line 1: *Delete and substitute:—*
Chart 2157.】

To face page 214 of book.
" " 21 of Supplement.



Obelisk.

Head of Golfo di Arzachena from the approach to the anchorage

(*Original dated 1954.*)

[Page 233.—Line 1: *Delete and substitute:—*
Chart 2157.]

[Line 32: *Delete.*]

Page 235.—[Lines 19-20: *For “ 5 feet (1^m5) ” read “ 7 feet (2^m1) ”*
Line 40: *After “ from a ” insert “ black and white ”*

Page 237.—[Lines 15-17: *Delete.*]

Lines 22-24: *Delete and substitute:—*

A light is exhibited from a black iron column, 20 feet (6^m1) in height, on the eastern side of the entrance to Cala Gavetta.

A light is exhibited on the head of a mole on the western side of the entrance to Cala Gavetta.

[Lines 41-44: *Delete.*]

[Lines 47, 49: *For “ Punta Nera ” read “ Punta Chiara ”*]

[Page 238.—Line 11: *Add:—*There is a small slipway.]

[Line 30: *Delete and substitute:—*

“ A red conical buoy surmounted by a red drum is moored on the ”

[Line 54: *For “ Light.—” read “ Lights.—”*]

[Page 239.—*After line 6 insert:—*

A light is exhibited, at an elevation of 46 feet (14^m0), from a white iron structure, 20 feet (6^m1) in height, situated on Punta Villamarina, the southern extremity of Isola Santo Stefano.]

[Lines 30-31: *Delete “ , and ” to “ a rock ” and substitute “ ; a rock, with a depth of one foot (0^m3) over it, lies ”*]

Page 240.—[Lines 4-5: *Delete.*]

[*After line 16 insert:—*

An obstruction, with a depth of 6½ fathoms (11^m9) over it, lies about 4 cables westward of Punta Stagnali.]

[*After line 23 insert:—*

Lights are occasionally exhibited from two beacons situated on the western side of the head of Cala Stagnali; these lights in line, bearing 138°, lead into the cove.]

Lines 30-32: *Delete “ but ” to “ draught ” and substitute “ the wharves are mainly available only for vessels of light draught, but the wharf on the western side of the entrance to Cala Camicia is reserved for Italian Naval vessels of light and medium draught ”*

[Page 241.—Lines 2-3: *Delete “ A buoy ” to “ patch ” and substitute:—“ A 6-foot (1^m8) patch lies ”*]

[Line 13: *Add:—*A 3-foot (0^m9) patch lies in the south-eastern approach nearly half a cable offshore.]

[Line 49: *Delete and substitute:—*
Chart 2157.]

[Page 242.—Line 1: *Delete and substitute:—*
Chart 2157.]

[Page 243.—Line 1: *Delete and substitute:—*
Chart 2157.]

[Line 18: *Delete.*]

[Page 244.—After line 29 insert:—

A white obelisk stands on a 52-foot (15^m8) hill about 1½ cables south-westward of Punta Arzachena; another stands on Monte Corro, nearly 1¼ miles south-south-westward of Punta Arzachena, and a third stands within a point on the eastern shore about 1¾ miles southward of the same point.

There is a pier on the western shore about 1½ miles southward of Punta Arzachena, and another about one mile eastward of the same point.]

[Line 34: Add:—See view facing this page.]

[Line 41: Add:—Local magnetic anomalies have been reported near the shore between Golfo degli Aranci (page 246) and Arbatax (page 256).]

**[Line 42: Delete and substitute:—
Chart 163.]**

**[Page 245.—Line 1: Delete and substitute:—
Chart 163.]**

**[Page 246.—Line 1: Delete and substitute:—
Chart 163.]**

[Line 49: After “ station ” insert “ , painted in black and white chequers,”]

Page 247.—Line 44: Delete “ A ” to “ lies ” and substitute “ In 1952 the outer 66 yards (60^m4) of the north-western side of the mole was blocked by sunken rocks and was unusable; for the next 66 yards (60^m4) vessels could berth alongside in a depth of 13 feet (4^m0), but should keep at least 4 feet (1^m2) from the wharf side; there are wooden fenders and bollards along the quay.

A 2½-fathom (4^m6) patch and a 2¼-fathom (4^m1) rocky patch lie about half a cable south-eastward and ”

[After line 52 insert:—

A foul area, due to chain cable on the bottom, exists about 1¼ miles south-westward of the head of the mole.]

**Page 248.—[Line 1: Delete and substitute:—
Chart 163.]**

Lines 52-54: Delete and substitute:—

“ a cable wide between the two pairs of light-buoys, was, in 1951, 26 feet (7^m9); and in the fairway, as far as the head of the mole, 21 feet (6^m4); 20-foot (6^m1) patches lie within one cable of the southern shore about 1½, 4½ and 6½ cables westward of the inner pair of entrance light-buoys; ”

Page 249.—Line 31: For “ signal ” read “ signals ”

Line 47: For “ similar buoy ” read “ conical buoy, painted red ”

Line 50: Add:—A fog signal is occasionally sounded here.

Line 54: For “ north- ” read “ northern ”

Page 250.—Line 2: Delete and substitute:—
“ side of Secca Cavallo, a shoal, with a depth of 10 feet (3^m0) over it, extending eastward from the shore bank about ”

[Lines 10-12: Delete “ by a ” to “ and ”]

Page 250 continued.

Line 13: For " west-north-westward " read " westward "

Line 14: After " beacon " insert " , and by a black conical light-buoy, exhibiting a *green flashing* light, moored about $1\frac{1}{2}$ cables further westward "

Lines 15-17: Delete " three " to " cylinders " and substitute " four " red conical buoys, each surmounted by a cylinder "

After line 18 insert:—

Line 23: For " 3913 " read " 163 "

Page 251.—Line 1: Delete and substitute:—
Chart 3609.]

Line 5: Delete and substitute:—
Chart 163.]

Page 252.—Line 1: Delete and substitute:—
Chart 163.]

Page 253.—Line 1: Delete and substitute:—
Chart 163.]

Page 256.—Lines 52-54: Delete " In 1951 " to " part " and substitute:—" There are depths of from $3\frac{1}{4}$ to 6 fathoms (5^m9 to 11^m0) in the northern half of the harbour; the southern half "

Page 257.—After line 15 insert:—

A light is exhibited, at an elevation of 26 feet (7^m9), from a truncated conical tower painted in black and white vertical stripes, 21 feet (6^m4) in height, on the head of Molo di Ponente.]

[Lines 23-24: Delete.]

Page 260.—Line 10: For " framework " read " white framework "

Page 263.—Line 53: Delete and substitute:—
Chart 3578.]

Page 264.—Line 1: Delete and substitute:—
Chart 3578.]

After line 22 insert:—

A light, for the use of aircraft, is occasionally exhibited, at an elevation of 115 feet (35^m0), from a tower, 52 feet (15^m8) in height, about $4\frac{1}{4}$ miles south-westward of Casa del Quiri.

Page 265.—Line 1: Delete and substitute:—
Chart 3578.]

Page 271.—Line 15: After " care " insert " ; there is a stern mooring buoy in the harbour "

Page 275.—After line 44 insert:—

Outlying bank.—Banc des Câbliers, with depths of from 131 to 191 fathoms (239^m6 to 349^m3) over it, lies about 39 miles north-eastward of Cabo Tres Forcas lighthouse.

Page 276.—*After line 53 insert:—*

There are some mooring buoys for light draught vessels.】

Page 278.—Line 39: *For “ Light.—” read “ Lights.—”*

Page 279.—Line 9: _____

【Line 10: *For “ Melilla ” read “ the main lighthouse at Melilla ”*】

After line 35 insert:—

A light is exhibited, at an elevation of 137 feet (41^m8), from a white tower on an octagonal building, 26 feet (7^m9) in height, on Cabo del Agua.

Page 280.—Line 16: *For “ 2° 27' ” read “ 2° 26' ”*

Page 281.—Line 53: *Delete “ (Frass) ”*

Page 282.—【Lines 27-28: *Delete “ , except ” to “ craft,”*】

【Line 32: *Add:—*In 1954, works were in progress to close the passage between the northern jetty and the breakwater, and to extend the western end of the latter. A red can light-buoy, exhibiting a *red occulting* light *every six seconds* is moored about 2 cables westward of the old western head of the breakwater to mark the works in progress.】

【Lines 43-45: *Delete and substitute:—*

A red iron light-tower stands on the eastern and on the old western heads of the breakwater. A light, not visible from seaward, is exhibited, at an elevation of 39 feet (11^m9) from the western light-tower.】

Line 46: *For “ 25 feet (7^m6) ” read “ 39 feet (11^m9) ”*

Page 283.—【Line 4: *Delete “ and ” to “ crane.” and substitute “ and several mobile 2-ton and 5-ton cranes; in addition, on the western jetty there are heavier electric cranes for handling ore. A tug is available.*】

Line 20: *Delete “ (Lella Selti) ”*

Line 52: *Delete “ (Karush) ”*

Page 284.—Line 10: *Delete “ (Boshus) ”*

Page 285.—Line 6: *Delete “ (Gros) ”*

Line 39: *After “ Dangers.—” insert “ Outlying bank.—”*

Lines 44 and 52: *Delete “ (Fegalo) ”*

Line 47: *Delete “ (Kassem) ”*

Page 286.—*After line 3 insert:—*

Banc de l'Alidade, with depths of from 30 to 77 fathoms (54^m9 to 140^m8) over it, lies with its centre about 18 miles north-westward of Cap Figalo. _____

【Line 12: *Delete “ (Mzaita) ”*】

【Line 14: *Delete “ (Ksebis) ”*】

【Line 18: *Delete “ (Ben Nuar) ”*】

【Line 19: *Delete “ (Madagre) ”*】

[Page 287.—Line 26: *For* “ 10-foot (3^{m0}) ” *read* “ 8-foot (2^{m4}) ” **]**

[Line 33: *Delete* “ (Ain Bemsaabia) ” **]**

[Foot-note: *For* “ 2737 ” *read* “ 2437 ” **]**

Page 288.—**[**Line 8: *For* “ A detached ” *read* “ A 2-fathom (3^{m7}) patch lies nearly 2 cables north-eastward, a detached ” **]**

Line 21: *Delete* “ , and ” to “ 1766 ”

Line 50: *For* “ 318 feet (96^{m9}) ” *read* “ 337 feet (102^{m7}) ”

Page 289.—**[**Line 33: *For* “ 2,008 feet (612^{m0}) ” *read* “ 1,957 feet (596^{m5}) ” **]**

Lines 51-54: *Delete*.

Page 290.—Lines 2-3: *Delete*.

Lines 12, 24, 36 and 41: *For* “ 1950 ” *read* “ 1952 ”

Lines 15-19: *Delete and substitute:—*

“ *fixed* light, is moored south-south-westward of the head of the extension works; a conical light-buoy, painted red and exhibiting a *red fixed* light, is moored about 1½ cables south-south-westward of the head of the extension works; the entrance to the roadstead is between these two light-buoys.

[In 1952, a detached breakwater was under construction southward and south-westward of the head of Jetée Nord, leaving an entrance about 1½ cables wide between the two, and a gap of about the same width between its south-eastern end and the shore southward whence a rocky spit extends about half a cable northward. These works are marked by buoys. *See below.*” **]**

Line 22: *Delete* “ in ” to “ (9^{m4}) ” and *substitute* “ which, in 1952, were dredged to a depth of 33 feet (10^{m1}) ”

Lines 27-28: *Delete* “ small ” to “ westward ” and *substitute* “ chimney about 2 cables southward ”

[Lines 39-40: *Delete.* **]**

Page 291.—Lines 5, 14 and 19: *For* “ 1948 ” *read* “ 1950 ”

Line 6: *Delete* “ 80 ” to “ basin ” and *substitute* “ 84 feet (5^{m5} to 25^{m6}) in this basin, and 33 feet (10^{m1}) on the northern side of the entrance ”

Line 9: *For* “ A jetty ” *read* “ Môle Oblique ”

Line 12: *Delete and substitute:—*

“ of 24 to 49 feet (7^{m3} to 14^{m9}) in this basin. Two floating docks are moored westward of Môle Oblique and another about 1½ cables northward of the head of that mole.”

[Lines 19-20: *Delete* “ Senegal.” to “ basin.” and *substitute* “ Senegal, with a slipway at its western end. In 1954, this basin was dredged to a depth of 33 feet (10^{m1}).” **]**

Line 38: *After* “ Large ” *insert* “ , from the **[**heads **]** of Traverse du Large, **[**Môle Oblique, **]** ”

[Line 39: *After* “ corners of ” *insert* “ Mole du Ravin Blanc,” **]**

[*After* line 43 *insert:—*

Lights are exhibited from the corners of the floating dock moored northward of Môle Oblique. **]**

Line 46: *Delete* “ Port Oran and in ”

Page 291 continued.

【After line 47 insert:—

A submarine cable is laid between the head of Mole Millerand and that of the spur northward. See page 18.】

Page 292.—【Line 22: For “two” read “three”】

Line 26: After “Dangers.—” insert “Lloyd’s signal station.—”

Line 35: After “cape” insert “; there is a Lloyd’s signal station on Cap Ferrat”

Page 293.—【After line 8 insert:—

Buoy.—A yellow can buoy equipped with a radar reflector is moored about 9 miles east-north-eastward of Cape Carbon.】

After line 52 insert:—

There are small craft moorings in the south-western corner of the harbour.

【Page 294.—Lines 7-9: Delete.】

【Line 32: After “Dangers.—” insert “Buoy.—”】

【After line 40 insert:—

A yellow can buoy equipped with a radar reflector is moored about 1½ miles northward of Port-aux-Poules.】

Page 295.—【Line 6: For “Light-buoy.—” read “Light-buoys.—”】

【Lines 15-17: Delete “In 1949” to “(7^m9)” and substitute “In 1953, the inner part of the harbour was dredged to a depth of 28 feet (8^m5)”】

【Lines 22-27: Delete and substitute:—

A black conical light-buoy, exhibiting a green fixed light, moored about 1¼ cables eastward of the head of the northern mole, marks the head of the southern breakwater which extends 2½ cables south-eastward to the shore; in 1953, works were in progress in the outer harbour thus formed.】

【Lines 28-29: Delete “an iron” to “(7^m6)” and substitute “a white tower, 28 feet (8^m5)”】

Page 296.—Line 5: Delete “(Karuba)”

Line 8: Delete “(Shelif)”

Line 41: After “Dangers.—” insert “Light.—”

【Line 50: Delete “(Aua)”】

Page 297.—【Line 20: Delete “(Magrowa)”】

Line 25: After “Magroua” insert “; a tower stands about 1½ miles east-south-eastward of Îlot Colombi”

After line 27 insert:—

A light is exhibited, at an elevation of 197 feet (60^m0), from a yellow octagonal tower and white dwelling, 95 feet (29^m0) in height, in a position about a mile eastward of Îlot Colombi.

Page 298.—After line 49 insert:—

There are two mooring buoys in the harbour.

Page 299.—Line 3: Delete “or north-north-westward”

【Line 52: Delete “(Hausas)”】

Page 300.—Line 15: *Delete* “ (Bu Tuil) ”

Line 34: *Delete* “ (Kef-el-Arer) ”

Line 37: *Delete* “ (Ashak) ”

Line 52: *Delete* “ (Ras-el-Terf) ”

Page 301.—Lines 3, 5: *Delete* “ (Taurira) ”

Lines 11, 18: *Delete* “ (Shershel) ”

Line 16: *For* “ Shershel ” *read* “ de Cherchell ”

Line 28: *Delete and substitute:*—

“ A detached 16-foot (4^m9) patch, with the 13-foot (4^m0) head of a rocky spit about half a cable south-westward of it, lies about 2½ cables westward, and a ”

Line 30: *Delete* “ (Zizirin) ”

Page 302.—Line 1: *For* “ Shershel ” *read* “ de Cherchell ”

Line 46: *Delete* “ (Amuch) ”

Page 303.—**Line 30:** *For* “ 1½ ” *read* “ about 1½ ”

Line 54: *For* “ Light.— ” *read* “ Lights.— ”

Page 304.—*After line 13 insert:*—

A light, for the use of aircraft, is exhibited, at an elevation of 4,921 feet (1500^m0), from a control tower about 16 miles south-eastward of Castiglione.

Line 22: *Delete* “ (Ras Acrata) ”

After line 51 insert:—

Two radio masts, from which *red* obstruction lights are exhibited, stand at Fortin, close westward of St. Eugène.]

Page 305.—*After line 34 insert:*—

Chart 1909.

Light.—A light, for the use of aircraft, is exhibited, at an elevation of 131 feet (39^m9), from a control tower about 7 miles southward of Cap Matifu.

Chart 2555.

Line 40: *For* “ 36° 40' ” *read* “ 36° 48' ”

Line 47: *Add:*—The beacon is fitted with a radar reflector.

Page 306.—Lines 4-5: *For* “ 404 feet (123^m1) ” *read* “ 578 feet (176^m2) ”

Line 6: *For* “ 1½ cables eastward ” *read* “ 1½ cables west-north-westward ”

Line 37: *For* “ Mole à Voyageurs ” *read* “ Môle de France ”

Page 307.—Line 14: *After* “ Pylons.— ” *insert* “ Radiobeacon.— ”

Line 17: *Delete* “ on ” to “ Watier ” and *substitute* “ on Jetée Pierre-Henry-Watier about a cable south-eastward of the head of Jetée du Nord ”

Line 19: *For* “ A can ” *read* “ In 1952, a conical ”

Line 21: *For* “ is moored about 2½ ” *read* “ was moored about 2½ ”

Line 24: *For* “ 31 feet (9^m4) ” *read* “ 30 feet (9^m1) ”

Line 25: *For* “ 20 feet (6^m1) ” *read* “ 24 feet (7^m3) ”

Line 28: *Add:*—There is a radiobeacon at the south-western pylon.

Line 30: *For* “ 19 feet (5^m8) ” *read* “ 24 feet (7^m3) ”

[Page 310.—Line 26: For “ 32 feet (9^m8) ” read “ 29 feet (8^m8) ”]

[Page 312.—Line 35: Delete “ from ” to “ 6^m1) ” and substitute “ less than 18 feet (5^m5) ”]

[After line 36 insert:—

There is a mooring buoy about one cable north-north-westward of the breakwater head.]

[Page 316.—Line 51: For “ Lights.—” read “ Light.—”]

[Page 317.—Lines 34-35: Delete.]

Page 319.—Line 24: After “ exhibited ” insert “ , at an elevation of 15 feet (4^m6), ”

Line 50: For “ Lights ” read “ Light ”

Page 320.—Lines 2-3: Delete.

[Line 41: For “ Ras Attia (Atia) ” read “ Ras el Moghreb ”]

[Lines 46, 48: For “ Attia ” read “ el Moghreb ”]

[Page 322.—After line 4 insert:—

A light is exhibited, at an elevation of 43 feet (13^m1), from a white column, 26 feet (7^m9) in height, situated on the head of the jetty.]

Page 324.—[Line 27: Delete.]

[Lines 29-33: Delete “ Vessels ” to “ alongside.” and substitute:—
Three short jetties extend southward from the breakwater close westward of the spur, forming a deep-water fuelling berth. In 1954, there were depths of from 33 to 23 feet (10^m1 to 7^m0) alongside the western side of the transverse mole for a distance of about 800 feet (243^m8) from its head.]

[Line 36: Delete “ 23 ” to “ 11^m9) ” and substitute “ 22 to 26 feet (6^m7 to 7^m9) ”]

After line 39 insert:—

There are some mooring buoys in the harbour.

Page 325.—[Line 5: Delete.]

Lines 9-10: Delete “ A ” to “ upon.” and substitute:—

No coal is available; vessels requiring it should proceed to Bône.

[Page 327.—Line 32: Add:—In 1954, a light-tower was under construction on Roche Akcine.]

Page 329.—Line 10: _____

Page 330.—After line 9 insert:—

For radio communication, see page 21.

Line 11: For “ Light.—” read “ Lights.—”

After line 13 insert:—

A light, for the use of aircraft, is exhibited from a control tower about 5 miles south-south-eastward of the southern jetty at Bône harbour.

Page 333.—Line 46: *For " 617 feet (188^m1) " read " 616 feet (187^m8) "*

Page 334.—Line 7: *After " Light.—" insert " Buoyage.—"*

After line 17 insert:—

[In 1954, a light-tower was under construction on the western rocky patch.]

The eastern patch is marked on its eastern side by a conical buoy, painted red on top and white below and surmounted by two cones bases together; a light-and-whistle-buoy, painted red and white in horizontal bands, surmounted by two cones points together and exhibiting a *white flashing light every nine seconds*, is moored about three-quarters of a mile north-westward of the western shoal patch.

[Page 335.—*After line 8 insert:—*

Chart 165.

A bank, with a least depth of 26 fathoms (47^m5) over it, was reported, in 1950, to lie about 17 miles eastward of the shoalest part of Banc de la Sentinelle.

Chart 252.]

Page 336.—**[Line 14: Delete " (Kef Dbā) "]**

[Line 18: Delete " (al Koran) "]

[Line 27: Delete " (Daonda) "]

[Line 46: Add:—Two conspicuous radio masts, painted red and white, stand close west-north-westward of the signal station.]

Line 48: Delete " (Guardia) "

Page 337.—Line 7: *After " Kebir " insert " (chart 1381) "*

Line 13: For " Zarzouma " read " Zarzouna "

Lines 15-16: Delete " and " to " buildings "

[Lines 25-26: Delete.]

After line 35 insert:—

Chart 1569.

Line 36: After " Lights.—" insert " Beacons.—"

Lines 42-45: Delete " In " to " 1569." and substitute:—

In 1950 an area in Avant Port, in the entrance channel and in the Goulet du Lac (page 341) had been dredged to a depth of 39 feet (11^m9) as indicated by pecked lines on the chart.

Two beacons, about 1½ cables apart, stand near the root of Jetée Est.

[Line 47: For " green " read " dark green "]

[Lines 49-50: For " black and white " read " red brick "]

After line 53 insert:—

A light is exhibited, at an elevation of 13 feet (4^m0), from a wall about a cable south-eastward of the north-western head of the detached breakwater.

[Line 54: For " black " read " white lantern with a black platform on an orange-coloured iron framework "]

Page 338.—Lines 4-16: *Delete " About " to " silting." and substitute:—*

The depths in Avant Port, outside the dredged area, are from 18 to 42 feet (5^m5 to 12^m8).

Page 338 continued.

Line 17: For " one cable " read " $1\frac{1}{2}$ cables "

[Line 19: For " Two " read " Several "]

Line 20: After " Port " insert " , and another a short distance eastward of the head of Jetée Nord "

Line 21: Delete " between " to " buoys "

Line 37: For " eastward " read " north-eastward "

Line 38: For " eastern and southern " read " north-western and south-eastern "

Line 41: For " eastern " read " south-eastern "

[Line 42: For " $9\frac{1}{2}$ " read " 8 "]

[After line 42 insert:—

Vessels should not pass between the black and yellow buoy mentioned above and the shore westward.]

Page 340.—Line 12: For " 1948 " read " 1950 "

Line 47: Add:—An area in Baie de Sebra, indicated by pecked lines on the chart, was, in 1950, dredged to a depth of 33 feet (10^m1).

Page 341.—Line 13: For " can " read " pillar "

Line 17: For " 1939 " read " 1950 "

Line 19: For " off the " read " in Baie de la Pepiniere; also eastward and south-eastward of Pointe de l'Île Srira south-westward of "

Lines 29-30: Delete.

Lines 31-35: Delete " a quay " to " south-westward " and substitute " Pointe de l'Amirauté (Lat. $37^{\circ} 15' N.$, Long. $9^{\circ} 51' E.$), about 8 cables west-south-westward, is low and wooded and "

Page 342.—Line 6: Delete " Light.—"

Line 8: Delete " (Krem) "

Line 17: Delete " one " to " westward " and substitute " half a cable southward "

Line 33: Delete " (l'Infirmierie) "

Lines 41-42: Delete " A " to " Kram. "

Lines 52-54: Delete " low " to " near " and substitute " reclaimed land.

A conical light-buoy, painted red on top and white below, marked KS and exhibiting a green fixed light, is moored close off "

Page 343.—Line 7: For " 42 feet (9^m1 to 12^m8) " read " 39 feet (9^m1 to 11^m9) "

Line 18: For " are some mooring " read " is a mooring buoy and three red conical "

Line 26: Delete " (Keblani) "

Line 31: Delete " (Shara point) "

Line 53: For " (Ishkel) " read " (de l'Ishkoel; chart 1381) "

Page 344.—Line 3: Delete " (Tuila) " to " high " and substitute " , 252 feet (76^m8) high, on which stands a beacon "

Line 6: Delete " (Abderrahman) "

Lines 26-27: Delete " A " to " of " and substitute " About a mile south-eastward of Ras el Gueblaoui is "

Line 31: After " Lights.—" insert " Prohibited area.—"

Line 37: For " 41 feet (12^m5) " read " 39 feet (11^m9) "

Page 344 continued.

After line 39 insert:—

Close eastward of the eastern side of the harbour is a prohibited area, indicated by pecked lines on the chart, in which there are numerous wrecks; a can buoy is moored about $1\frac{1}{2}$ cables west-south-westward of the north-eastern corner of the area.

Lines 49-50: Delete and substitute:—

The harbour was, in [1953], dredged to depths of [21, 23], 33 and 39 feet [6^m4, 7^m0], 10^m1 and 11^m9), as indicated by pecked lines on the chart.

Page 345.—[Line 6: *Delete* " 10 " to 4^m6) " and *substitute* " 9 to 11 feet (2^m7 to 3^m4) "]

[Lines 33-34: *Delete* " , and " to " of it "]

Line 36: [For " (Bu Chucha) " read] " ; a beacon stands on the summit about a mile eastward of Sidi Bou Choucha "]

Line 39: *For* " 10° 01' " *read* " 10° 04' "

[Line 43: *Delete* " (Gabari) "]

[Line 46: *Delete* " (Jebel) "]

[Line 51: *After* " Fartas " *insert* " (Feratas) "]

[Page 347.—Line 53: *Delete* " (Ahmeur) "]

[Page 348.—Line 4: *Delete* " (Nahali) " and " (Ahmar) "]

[Line 5: *For* " 928 " and " 282^m7 " *read* " 774 " and " 235^m9 "]

[Line 12: *Delete and substitute:—*

Chart 1184.]

[Line 19: *For* " Ras Durdas " *read* " Ras Dourdass (Durdas) "]

[Lines 22, 24, 26, 28: *For* " Durdas " *read* " Dourdass "]

[Lines 28, 32, 34: *For* " Pointe El Reis " *read* " Pointe Er Reis "]

[Line 29: *For* " Sidi el Reis " *read* " Sidi Er Reis "]

[Line 31: *After* " (5^m5), " *insert* " and with least depths of one foot (0^m3) and 4 feet (1^m2) near its northern edge, "]

[Line 43: *Delete.*]

[Line 45: *Delete* " see chart 1381, "]

Page 349.—[Line 2: *Delete* " (Borj Jedid) "]

[Line 3: *Delete* " (Byrsa) "]

[Line 7: *For* " Milanie " *read* " Milaine "]

[After line 21 insert:—

Chart 1184, plan of La Goulette.]

Line 26: *Delete* " 1949 " to " (10^m4) " and *substitute* " 1951, depths of 31 feet (9^m4) "]

[Line 31: *For* " 2 $\frac{1}{2}$ " *read* " 2 $\frac{3}{4}$ "]

Lines 32-36: *Delete* " 1950 " to " (7^m9) " and *substitute* " 1951, was 34 feet (10^m4). [Owing to a liability to silt, it is prudent to expect depths of not more than 30 feet (9^m1) in this channel.] Southward of the northern jetty less depth than is shown on the chart was reported, in 1951, as indicated on the chart "]

Page 350.—[Line 1: *After* " 1184 " *insert* " , and plan of La Goulette "]

Lines 9-10: *Delete* " 23 " to " height, " and *substitute* " 28 feet (8^m5), from a red truncated conical tower "]

Page 350 continued.

[Line 11: After "exhibited," insert "at an elevation of 28 feet (8^m5), from a green truncated conical tower"]

[Lines 18-19: Delete "37" to "harbour." and substitute "44 feet (13^m4), from a white pylon, 36 feet (11^m0) in height, situated on the southern side of the harbour on the line of the axis of the dredged channel.

A light is exhibited at the north-western corner of the basin on the southern side and at the south-eastern corner of the basin on the northern side of the harbour; above these basins the channel is marked by lights on either side, in pairs."]

Line 20: For "Caution.—" read "Regulations.—"

Lines 29-30: Delete and substitute:—

"the outermost light-buoys.

The pilot can be ordered half an hour before arrival at the outer buoys through La Goulette Port radio station. Twelve hours before arrival in the roads vessels which are able to should inform the Captain of the Port of their expected time of arrival as well as their draught, their last port of call, their medical condition and their cargo (especially if carrying dangerous materials). The radio station will inform the vessels of their time and order for entering and their berth."

[Lines 36-38: Delete.]

[Page 352.—Line 28: For "Sidi Mararghni" read "Sidi Mareghni"]

[Line 49: After "vegetation" insert " ; from north-westward the summit resembles a flat-roofed building with a central dome"]

Page 353.—Line 5: After "white" insert "square"

[Line 33: Add:—Two conspicuous radio masts, painted red and white, are situated about one cable westward of the signal station.]

Line 39: For "bank" read "banks"

[Line 40: For "1½" read "12"]

After line 42 insert:—

Chart 165.

A bank, with a depth of 12 fathoms (21^m9) over it, was reported, in 1952, about 24 miles eastward of Cap Bon.

[Chart 250.]

[Page 354.—Line 1: Delete " , plan of Cape Bon"]

[Line 9: Add:—A 3½-fathom (6^m4) shoal lies about one mile southward of Ras el Melah and about 3 cables offshore.]

[Line 25: Add:—Fresh vegetables and fish are obtainable.]

Page 356.—Line 6: After "(Susa)" insert " , in which there is a minaret,"

Page 357.—Line 5: After "Beacons.—" insert "Buoyage.—"

[Lines 15-20: Delete "In" to "cables." and substitute:—In 1953, the entrance channel,] the eastern end of which is marked on its northern side by a black can buoy and on its southern side by a red can buoy surmounted by a ball[, had been dredged to a depth of 31 feet (9^m4), and the harbour was being dredged to a similar depth. Vessels drawing 30 feet (9^m1) could berth at the northern mole and quays and alongside the southern mole. Berthing at the northern mole is difficult in easterly winds.]

Page 357 continued.

Line 18: _____

Lines 24-25: For "red tower 16 feet (4^m9) " read "green conical tower, 21 feet (6^m4) "

Lines 27-29: Delete and substitute:—

A light is exhibited from a red conical tower, 21 feet (6^m4) in height, on the southern side of the harbour entrance.

【Line 45: After "Water " insert " , which is not fit for drinking,"】

【Line 46: After "maintained." insert :—Fuel oil may be obtained in small quantities.】

Page 358.—Line 6: After "shrine." insert:—A chimney stands about three-quarters of a cable eastward of the western extremity of the island.

After line 35 insert:—

A conspicuous house stands about 9 cables south-westward of the town of Monastir on a plateau covered with olive groves.

Page 361.—After line 19 insert:—

A red spar buoy is moored about 4 cables east-south-eastward of the light-tower near Sidi Jabeur.

Line 22: For "north " read "south "

Line 41: Delete "In " to "extinguished."

Line 48: For "north-eastern side by a red " read "eastern side by a black "

Page 362.—Line 18: After "Coast.—" insert "Light.—"

Line 37: Delete and substitute:—

"A light is exhibited, at an elevation of 92 feet (28^m0), from Tour Khadidja (Khadija) which is large and square and "

【Line 51: For "north-western " read "south-western "】

Page 363.—Line 41: After "(30^m5) " insert " , and is marked by buoys "

Page 364.—【After line 37 insert:—

Chart 176.—

Out-lying bank.—A bank, with a depth of 18 fathoms (32^m9) over it, was reported, in 1948, to lie about 100 miles eastward of Îles Kerkennah.

Charts 249, 1162.】

【Line 38: For "Light.—" read "Lights.—"】

Line 42: After "channel " insert " , marked by buoys and "

Line 49: For "11 " read "11½ "

Line 51: Delete "red " to "cylinder " and substitute "can buoy, painted in red and white chequers, surmounted by a red cylinder and a cross with two horizontal bars "

Page 365.—Line 4: Delete and substitute:—

【"A light is exhibited, at an elevation of 33 feet (10^m1), from a white concrete column on a black base, 28 feet (8^m5) in height, situated on the northern extremity of Île Chergui.】

A can light-buoy painted in red and white chequers, surmounted by a red cylinder and marked K4, is "

Line 9: Delete "south " to "numbers " and substitute "north-western side, numbered 9 and 11 "

Page 365 continued.

Lines 10-11: *Delete* " north " to " numbers " and *substitute* " south-eastern side, numbered 10 and 12 "

After line 11 insert:—

The positions of these buoys can best be seen on the chart.

[After line 15 insert:—

A light is exhibited, at an elevation of 18 feet (5^m5), from a red metal column, 18 feet (5^m5) in height, situated on the eastern side of the northern entrance to El Kantara channel between Île Chergui and Île Rharbi.]

[Line 17: For " light " read " lights "]

Line 46: For " 2 knots " read " 1½ knots "

After line 49 insert:—

In Chenal de la Louza the ebb stream is weaker than the flood.

Page 366.—[Line 23: For " Light.—" read " Lights.—"]

[Lines 25-27: Delete " The " to " quays " and substitute:—

" In 1953, there was a depth of 34 feet (10^m4) in the outer basin, in Nouvelle Darse off its south-eastern side, and alongside the north-eastern and north-western quays "

[Line 29: For " 1949 " read " 1953 "]

[Lines 30-34: Delete and substitute:—

" a depth of 28 feet (8^m5). A passage on the north-western side of Basin des Voiliers leads to Darse B and Darse A, in which, in 1952, there were depths of 10 and 13 feet (3^m0 and 4^m0) respectively."]

Lines 35-36: *Delete* " 1949 " to " (7^m9) " and *substitute* " 1951, had been dredged to a depth of 36 feet (11^m0) "

[Line 37: For " beacons " read " light-beacons and buoys "]

Page 367.—[Lines 4-5: Delete " cable," to " light-buoys." and substitute " cable."]

[Lines 9-10: Delete and substitute:—]

A pilot can be ordered through Sfax Port radio half an hour before the vessel's arrival at the buoys marking the entrance to the dredged channel. Twelve hours in advance vessels should communicate to the Captain of the Port their expected time of arrival at the entrance together with their draught, their last port of call, their medical state and their cargo (especially if carrying dangerous materials).

[After line 29 insert:—

For radio communication see page 21.]

Page 368.—Line 32: For " 2 " read " 1 "

Line 34: For " 4 " read " 2 "

Line 35: *Delete and substitute:—*

" A can light-buoy, painted red and white in horizontal bands, surmounted by two cones points down and exhibiting a red group flashing light showing two flashes every nine seconds and "

[After line 43 insert:—

There is a pier at the southern end of Presqu'île Khedime.]

Page 369.—After line 35 insert:—

A conspicuous minaret stands about a mile east-south-eastward of Metouia.

[Line 41: After " Lights.—" insert " Beacon.—"]

Page 370.—[After line 14 insert:—

A beacon, painted red, white and black, stands about $2\frac{1}{2}$ cables south-south-eastward of the custom house.]

Line 15: For “white conical buoy” read “can buoy, painted red and white in vertical stripes and surmounted by a X,”

[Lines 17-19: Delete.]

After line 44 insert:—

A conspicuous tower stands about $8\frac{1}{2}$ miles south-eastward of Sidi Tourni and three-quarters of a mile inland.

[Page 371.—Line 52: Add:—There is an obstruction within half a mile north-eastward of Sidi Garouz.]

[Page 372.—Line 41: After “Lights.—” insert “Beacon.—”]

After line 54 insert:—

A red beacon, No. 6, stands about 5 cables eastward of the light-structure at the entrance to Passe Ouest.]

Page 373.—Line 25: After “Light.—” insert “Tidal streams.—”

After line 35 insert:—

In the western entrance channel the flood stream flows in a 120° direction and attains a rate of 3.1 knots; the ebb stream flows in a 300° direction with a maximum rate of 1.7 knots. The rates and directions may be affected by weather conditions.

[Page 374.—Line 33: After “Buoyage.—” insert “Beacons.—”]

[Page 375.—Lines 8-9: Delete “by two” to “side” and substitute “on the north-western side by a black beacon surmounted by a cone, on the south-eastern side by a red beacon surmounted by a drum”]

Page 376.—Line 9: After “Dangers.—” insert “[Buoys.—”]

Line 17: Add:—A conical buoy, painted red on top and white below and surmounted by two cones bases together, is moored about 5 cables north-eastward of Keith reef.

After line 24 insert:—

A yellow can buoy equipped with a radar reflector is moored close westward of Hecate patch.]

Page 377.—Lines 20-21: Delete “1942” to “rock” and substitute “1952, a depth of 28 feet (8^m5), coral and cinders[, with a 9-fathom (16^m5) patch about three-quarters of a mile north-westward of it]”

Lines 23-24: Delete and substitute:—

“of from 38 to 50 fathoms (69^m5 to 91^m4) lies about $1\frac{1}{2}$ miles south-south-westward of Graham shoal, and banks, with depths of 55 and 42 fathoms (100^m6 and 76^m8), lie about 3 and 5 miles northward of Graham shoal.

[In 1954, a $7\frac{1}{2}$ -fathom (13^m7) bank was reported to lie about 10 miles south-westward of Graham shoal.]

A bank, with depths of from 42 to 50 fathoms (76^m8 to 91^m4) over it, lies about $14\frac{1}{2}$ miles south-westward of Graham shoal.”

Lines 41-55: Delete and substitute:—

Terrible bank, with a least depth of] 11 fathoms (20^m1), lies about $7\frac{1}{2}$ miles eastward of Graham shoal; there are depths of 18, 16, 17

Page 377 continued.

and 17 fathoms (32^m9, 29^m3, 31^m1 and 31^m1) about 1½ miles south-south-eastward, 1½ miles southward, 1½ miles southward and one mile south-westward, respectively, of the shoalest part of this shoal.

A bank, with depths of from 27 to 50 fathoms (49^m9 to 91^m4), lies about 6 miles north-north-eastward of the shoalest part of Terrible bank.

A bank, with depths of from 34 to 50 fathoms (62^m2 to 91^m4) over it, lies with its centre about 15 miles southward of the shoalest part of Terrible bank; another bank, with depths of from 42 to 100 fathoms (76^m8 to 182^m9) over it, lies with its centre about 21 miles south-south-eastward of the same point.

Page 378.—Line 22: *For "186" read "193"*

Page 379.—Line 1: *For "186" read "193"*

Lines 26-27: *Delete "22" to "(6^m1)" and substitute "33 feet (10^m1), from a red circular beacon, 27 feet (8^m2)"*

Lines 30-31: *Delete "18" to "height," and substitute "16 feet (4^m9), from a black column"*

Line 35: *For "from" read " , at an elevation of 33 feet (10^m1) from a black beacon, 21 feet (6^m4) in height, on "*

Page 382.—*[After line 5 insert:—*

There are two small concrete jetties at the head of the cove at Scalo Vecchia; the eastern is unserviceable owing to submerged concrete blocks alongside; the jetty close north-westward, which is about 30 yards (27^m4) long, has depths of 4 feet (1^m2) alongside; its south-western end is foul.

There is a post office. Small quantities of fresh provisions and water are obtainable.]

Lines 6-7: *For "an iron structure" read "a white square stone pillar"*

[Page 383.—Line 42: *Add:—A mole was under construction, in 1954, to extend about half a cable from Punta Favalaro, on the western side of the harbour about 2 cables northward of Punta Maccaferri.]*

[Page 384.—Line 11: *Add:—There are bollards for stern moorings along the shore for about 2 cables north-eastward from Punta Maccaferri.*

There is a mooring buoy in Cala Salina.]

[Line 26: *For "22" and "40^m2" read "24" and "43^m9"*

Page 385.—Line 25: *After "high" insert "on which stands a tall statue"*

[Page 386.—Line 22: *Delete " , surmounted " to "tower"*

[Line 52: *Add:—There is a quay on the inner face of the main breakwater; in 1952, there were depths of from 17 to 9 feet (5^m2 to 2^m7) alongside for a distance of 240 feet (73^m1) from the head, thence the remainder of the outer part was foul; there were depths of from 5 to 7 feet (1^m5 to 2^m1) alongside the inner part of the breakwater.]*

Page 387.—Line 7: *For "Jebel" read "Gebel"*

Line 33: *After "it" insert " ; the channel between Kemmunett and Kemuna is obstructed by a sand bar with a depth of 3 feet (0^m9) over it "*

Page 388.—Lines 31, 34 and 39: *For "Valetta" read "Valletta"*

[Page 389.—Line 36: *After "Dangers.—" insert "Buoy.—"*

After line 51 insert:—

There is a concrete jetty about one cable eastward of Palazz tal Marfa; it is 163 feet (49^m7) in length and has depths alongside, on the southern side, of from 21 feet (6^m4) at the head to 9 feet (2^m7) at the inner end; the northern side is rocky and foul.]

[Page 390.—Line 20: *After "l-Bajda." insert:—*A red conical buoy is moored on the south-eastern side of Mellicha rock, about 4 cables from the head of the bay.]

[Line 52: Delete "Buoyage.—"]

Page 391.—Lines 25-32: *Delete.*

Lines 36-38: _____

[Line 45-46: Delete "In 1947" to "extinguished."]

After line 51 insert:—

There is a concrete boat landing, with a depth of 3 feet (0^m9) alongside, on the north-western side of the bay, near the head, about 9½ cables westward of Wardija tower.

[Line 52: For "buoy" read "buoys"]

Page 392.—[Line 9: *After "Mistra" insert "and two others west-north-westward of St. Paul's shoal"]*

After line 9 insert:—

There are anchor berths, lettered (A) to (E) and numbered (1) to (7), in St. Paul's bay; their positions can best be seen on the chart.

Page 393.—Lines 7, 18, 39 and 44: *For "Valetta" read "Valletta"*

[Page 394.—Line 15: *For "Three" read "Two"]*

[Line 28: For "5 fathoms (9^m1)" read "32 feet (9^m8)"]

Page 395.—[Line 10: *For "red" read "white"]*

Line 54: **[Delete.]** _____

Page 396.—Line 7: *For "Senglea Isola or point" read "Isola or Senglea point"*

Line 18: *After "point." insert:—*Two areas of foul ground lie within a cable eastward of Custom House steps.

After line 19 insert:—

The edge of the 5-fathom (9^m1) line about one cable north-north-eastward of the Gun wharf is marked by a red spar buoy.

Line 54: *Delete.* _____

Page 397.—Lines 2-7: *Delete.*

Line 8: *For "Valetta" read "Valletta"*

Line 29: *For "Valetta" read "Valletta" in two places:*

Page 398.—Line 8: *Add*:—In 1952 the beacons were reported to be no longer visible and the distance was then marked only by black and white vertical stripes on the rough stone walls of the hillside, and they needed painting.

[After line 12 insert:—

Two spoil grounds, each 4 cables in diameter, are charted $2\frac{1}{2}$ miles east-north-eastward and $2\frac{1}{2}$ miles east-south-eastward, respectively, of St. Elmo Breakwater lighthouse.]

Line 14: *Add*:—In 1952 this beacon needed painting and was difficult to distinguish.

Line 27: *After* "height" *insert* " ; in 1952 this beacon was reported to be in a bad state of repair, with the cage missing."

Page 399.—Lines 9-10: *Delete* "6" to "eastward" and *substitute* " $2\frac{1}{2}$ cables southward of the southern extremity"

Line 13: *For* "11 cables" *read* " $2\frac{1}{2}$ cables south-"

Line 14: *For* "3" *read* "4"

[Line 15: *Delete* "Light-buoy.—"

Lines 18-19: *Delete* ", and" to "height"

Lines 21-22: *For* "yellow sandstone tower" *read* "sandstone tower painted in black and white horizontal bands"

[Line 33: *After* "hills." *insert*:—A black rectangular water tank on an iron framework structure, which stands about $1\frac{1}{2}$ cables north-westward of Binghisa point is a prominent object.]

Lines 36-37: *Delete* "tower" to "water-tower" and *substitute* "conspicuous water-tower stands"

[Lines 38-40: *Delete* "cove," to "32' E.)." and *substitute* "cove."]

[Lines 44-45: *Delete*.]

[Line 53: *For* "3 fathoms (5^m5)" *read* "4 $\frac{1}{2}$ fathoms (8^m2)"]

Page 400.—Lines 49-54: *Delete and substitute*:—

There are some mooring buoys about $3\frac{1}{2}$ cables eastward of Hajra rock; a spherical light-buoy, painted in red and white chequers and exhibiting a *white flashing* light *every three seconds* is moored about $2\frac{1}{2}$ cables westward of Delimara Point lighthouse; there are two mooring buoys close north-westward of this light-buoy.

Page 401.—Lines 3-5: *Delete* "This" to "buoys."

Line 9: *Add*:—It was reported, in 1952, that the beacons marking the centre line were missing.

[After line 18 insert:—

Prohibited anchorage.—Buoyage.—Anchorage is prohibited in an area extending about $3\frac{1}{2}$ cables eastward from Kalafrana, indicated on the chart by pecked lines. In the area is a mooring buoy, surmounted by a tripod painted in blue and white chequers and exhibiting a *white flashing* light *every seven seconds*, moored about 3 cables eastward of the head of Kalafrana breakwater; there are also three similarly painted can buoys in the area.]

[Line 39: *Add*:—In the northern part of the bay there are two quays; the north-western, 102 feet (31^m1) in length and 4 feet (1^m2) high, has depths of from 9 to 16 feet (2^m7 to 4^m9) alongside, the eastern end being the deeper; the south-eastern quay, 68 feet (20^m7) long and 2 feet (0^m6) high, has a least depth of 8 feet (2^m4) alongside.]

Page 402.—Line 6: *Add*:—It was reported, in 1952, that these beacons were no longer painted red and white and were difficult to distinguish.

Lines 17-18: *Delete* " There " to " Wahx."

Lines 37-39: *Delete* " , and " to " distance "

■ Lines 41-42: *Delete* " ; on " to " Rih "■

Page 403.—Line 11: *For* " (Hazra " *read* " (Hagra "

Line 12: *For* " miles " *read* " cables "

Line 24: *For* " Beitar " *read* " Baitar "

Line 29: *For* " , and are " *read* " ; the cliffs are "

Line 32: *Delete and substitute*:—

" A current setting westward along the shore is sometimes experienced "

Line 38: *Delete and substitute*:—

" Ras il-Hamrija (Lat. 35° 49' N., Long. 14° 26' E.)."

Page 410.—*After* line 15 *insert*:—

A bank, with a depth of 10 fathoms (18^m3) over it, lies about 1½ miles north-eastward of Scoglio Porcelli.

Page 411.—Line 8: *For* " a " *read* " an ancient "

Lines 16-17: *For* " Isolotto Colombaia " *read* " the southern side of the eastern end of Isolotto Colombaia; storm signals are shown, see page 12."

Line 34: *For* " 16-foot (4^m9) " *read* " 18-foot (5^m5) "

Line 35: *For* " the breakwater " *read* " Colombaia breakwater "

Lines 47 and 53: *For* " Scogliera " *read* " Molo "

Page 412.—Lines 4-5: *Delete* " 1948 " to " (8^m8) " and *substitute* " 1951, had depths of 28 feet (8^m5) "

Line 6: ■ *Delete* " , surmounted by cones "■ —————

After line 16 *insert*:—

Pilotage is compulsory except for vessels of subsidised lines up to 500 gross tons, Italian and Foreign warships, local fishing craft, tugs, etc. and steam and sailing vessels up to 300 gross tons.

Line 22: *For* " Scogliera " *read* " Molo "

Line 25: *For* " Scoglio " *read* " Molo "

Page 413.—■ Line 17: *For* " 1¾ " *read* " 2¾ "■

Line 28: *After* " Lights.—" *insert* " Dangers.—"

After line 47 *insert*:—

A 3-fathom (5^m5) patch lies about 8¾ cables west-north-westward of the head of Molo Ponente; a 2¾-fathom (5^m0) patch lies about 4½ cables south-south-eastward of the same point; a depth of a quarter of a fathom (0^m5) lies close north-westward of the head of Molo Levante.

Page 414.—■ Lines 2-3: *Delete and substitute*:—

There is a small concrete wharf on the northern side of Molo di Levante.■

■ Lines 4-5: *Delete* " has " to " alongside." and *substitute* " had depths, in 1953, of from 16 to 18 feet (4^m9 to 5^m5) alongside, with depths of 15 feet (4^m6) alongside the wharf northward of it."■

Page 414 continued.

Line 11: After "compulsory" insert ", except for vessels of subsidised lines up to 500 gross tons, Italian and Foreign warships, local fishing craft, tugs, etc. and steam and sailing vessels up to 300 gross tons"

[Line 54: For "one" read "half a"]

Page 415.—[Line 2: For "either" read "the western"]

Lines 6-7: Delete "being" to " (4^{m4}) " and substitute "dredged to a depth of 13 feet (4^{m0}) "

[Lines 15-17: Delete "These" to "channel."]

[Line 19: Delete "the imaginary" to "marks"]

[Line 23: For "one" read "half a"]

[Lines 25-26: Delete "80" to "westward" and substitute "half a cable northward"]

[Page 417.—After line 23 insert:—

In 1954, works, marked by buoys, were in progress to extend the breakwater.]

Page 418.—Line 40: For "provisionally exhibited from" read "exhibited, at an elevation of 325 feet (99^{m1}), from a round tower 28 feet (8^{m5}) in height, on"

Page 419.—[Line 13: Delete "1950" to " (7^{m0}) " and substitute "1953, there were depths of from 21 to 23 feet (6^{m4} to 7^{m0}) "]

[Lines 14-15: For "19 feet (5^{m8}) " read "9 to 18 feet (2^{m7} to 5^{m5}) "]

[Line 38: Add:—There is a small slip.]

After line 44 insert:—

Chart 190, plan of approach to Port Empedocle.

Page 420.—Line 1: Delete and substitute:—

Chart 190, plan of Approach to Port Empedocle.

Page 421.—Line 15: For "Port" read "Porto di"

Line 16: Delete "Buoy.—"

Line 29: After "breakwater" insert "and is liable to silt"

Line 37: For "1950" read "1952"

Lines 43-46: Delete "A" to "above," and substitute:—

There are two cylindrical warping buoys and a spherical mooring buoy in the eastern part of the harbour.

Page 422.—Line 1: For "Port" read "Porto di"

Page 423.—Line 8: Add:—In 1953 a harbour of refuge, enclosed by three moles and a quay, was under construction immediately eastward of Capo Soprano; the seaward end of the works was then marked by lights. [Vessels are warned to keep clear of the works in progress.]

Page 425.—Line 39: Delete and substitute:—

"delle Correnti (Lat. 36° 38' N., Long. 15° 05' E.).

A bank, with depths of from 4 $\frac{3}{4}$ to 9 $\frac{3}{4}$ fathoms (8^{m7} to 18^{m0}) over it, extends about 7 cables south-eastward from a position about three-quarters of a mile southward of Isola delle Correnti, and then north-north-eastward for about a mile."

Page 426.—Line 4: For “banks” read “bank”

Line 7: Delete and substitute:—

“Isola delle Correnti (Lat. 36° 38' N., Long. 15° 05' E.).”

[Page 427.—Line 34: For “120° and 161°” read “135° and 145°”]

Page 430.—Line 44: Add:—In 1952 a mole was under construction at Terrasini.

Page 431.—Line 23: After “mole.” insert:—In 1951 a breakwater was under construction, the seaward end of the works being marked by a light.

Page 433.—Lines 18-19: Delete “A” to “Arenella,” and substitute “Torre Arenella is”

Line 20: For “the tower” read “the light-tower”

[Lines 40-46: Delete.]

Page 434.—Lines [10]-14: Delete [“Except”] to [“tower,”] and substitute:—[“Vessels drawing up to 29 feet (8^m8) can be accommodated.”]

A small mole projects south-westward from a position about a cable south-south-eastward of the root of Molo Nord; there are depths of from 23 to 26 feet (7^m0 to 7^m9) alongside the southern and 17 to 26 feet (5^m2 to 7^m9) alongside the northern side.

[A lookout tower and pilot station,”]

After line 32 insert:—

A light is exhibited, at an elevation of 105 feet (32^m0), from a white octagonal tower, 98 feet (29^m9) in height on Molo Nord, at its junction with Diga Foranea.

[Lines 38-39: Delete “There” to “Ferrovairio.”]

[Line 44: For “Nord” read “Trapezoidale”]

[Line 54: After “486.” insert:—There is a floating dock.]

Page 436.—Lines 47-48: Delete “which” to “silting”

[Line 49: Add:—In 1954, a mole was under construction from the shore west-south-westward of the breakwater head.]

Line 50: For “16 feet (4^m9)” read “18 feet (5^m5)”

Line 51: For “2” read “2½”

Lines 52-53: Delete and substitute:—

“south-western side of this shoal is marked by a [black] conical buoy, surmounted by a cone, moored about 2½ cables southward of the breakwater light; a [black] conical buoy, surmounted by a cone, is moored about 2½ cables south-eastward of the light. Secca San”

Line 54: After “is” insert “mostly”

Page 437.—[Line 5: After “tower,” insert “painted in black and white stripes,”]

[Lines 9-10: For “concrete column” read “red iron post”]

Lines 13-15: Delete “about” to “water” and substitute “two lights, vertically disposed, are exhibited from a post on the head of this pier”

Page 438.—*After line 5 insert:—*

In 1952 a mole was under construction eastward of the lighthouse.

[Page 442.—Line 6: *Delete.*]

[Page 443.—Line 1: *Delete and substitute:—*
Chart 188.]

[After line 14 insert:—

Chart 188, plan of Milazzo.]

[Lines 24-25: *Delete* “ 26 ” to “ (7^m0) ” and *substitute* “ 39 feet (11^m9), from an iron column painted in black and white bands, 18 feet (5^m5) ”]

[Lines 27-35: *Delete* “ In 1949 ” to “ part.” and *substitute:—*

In 1953, there were general depths of from 24 to 32 feet (7^m3 to 9^m8) in the harbour except in the southern part which is shoal. There is a mooring buoy in the north-western part; it is reserved for the use of the mail steamer.]

[After line 36 insert:—

Chart 188.]

[Page 444.—Lines 31-33: *Delete and substitute:—*

A light is exhibited, at an elevation of 278 feet (84^m7), from a lantern on a white building, 43 feet (13^m1) in height, on Capo Rasocolmo.]

Page 449.—[Line 20: *For* “ Sciara di Monterosa ” *read* “ Monte Rosa ”]

[Line 21: *After* “ summit of ” *insert* “ Sciara di Monterosa,”]

[Lines 26-27, 33-34: *Delete* “ , the ” to “ chart ”]

Line 50: *For* “ three-quarters ” *read* “ one quarter ”

[Page 450.—Line 36: *For* “ -westward ” *read* “ -eastward ”]

[Line 49: *For* “ view ” *read* “ views ”]

[Page 452.—Line 35: *After* “ Peppemaria ” *insert* “ ; a 3½-fathom (5^m9) shoal lies about one cable westward of them ”]

[Page 453.—Lines 18-19, 26-27: *Delete* “ , the ” to “ chart ”]

[Page 455.—Line 6: *After* “ belfry ” *insert* “ ; a conspicuous steel framework pylon, with an elevation of 715 feet (217^m9), to carry electric cables across the strait, stands on the beach eastward of the village ”]

[After line 30 insert:—

A light, for the use of aircraft, is exhibited at the top of the 715-foot (217^m9) pylon described above.]

[After line 45 insert:—

A light, for the use of aircraft, is exhibited from the top of a conspicuous steel framework pylon, with an elevation of 1,165 feet (355^m1), carrying electric cables across the strait, situated about 1½ cables east-south-eastward of Torre Cavallo.]

Page 456.—Lines 31-41: *Delete* “ Caution.—” to “ southward.”

Page 458.—Line 20: *For* " 1946 " *read* " 1951 "

Line 22: *For* " 23 to 26 feet " *read* " 13 to 25 feet (4^{m0} to 7^{m6}) "

【Lines 24-25: *Delete* " 44 " to " (10^{m1}) " and *substitute* " 41 feet (12^{m5}), from a circular structure painted in black and white horizontal bands, 34 feet (10^{m4}) "】

【Line 27: *Delete* " In 1951," to " extended."】

Line 30: *For* " head of the eastern mole at " *read* " eastern side of "

Page 459.—【*After* line 10 *insert*:—

Chart 188, plan of Porto di Reggio.】

Line 12: *Delete* " or Monsolini "

【Line 17: *Add*:—A mooring buoy is laid in Rada di Giunchi.】

【**Page 460.**—Line 51: *For* " Conitello " *read* " Canniletto "】

【**Page 462.**—Line 8: *Delete* " (Elevatore) "】

【Line 12: *For* " 1947 " *read* " 1952 "】

【Line 13: *Delete* " been dredged to "】

【Line 14: *Delete* " 9 " to " 3^{m4} " and *substitute* " 3 to 9 feet (0^{m9} to 2^{m7}) "】

【Line 20: *For* " is a floating dock " *read* " are two floating docks "】

Page 463.—Line 18: *For* " dock " *read* " docks "

【**Page 464.**—Line 30: *Delete.*】

【**Page 465.**—Line 1: *Delete* and *substitute*:—

Chart 3935.】

Page 466.—*After* line 6 *insert*:—

There are two mooring buoys in the centre of the port.

Page 467.—Line 49: *Delete* " (L'Ognina creek) "

Line 52: *For* " westward " *read* " about 3 cables southward "

Page 468.—*After* line 34 *insert*:—

Two lights, horizontally disposed, are exhibited from a chimney, 329 feet (100^{m3}) in height, about 3½ cables north-westward of the light on the head of Molo di Mezzogiorno.

【Lines 39-40: *Delete* and *substitute*:—】

A light is exhibited, at an elevation of 102 feet (31^{m1}), from a white tower about 3 cables south-westward of the root of Molo di Mezzogiorno.

Page 469.—Line 7: *For* " 15° 06' " *read* " 15° 05' "

After line 43 *insert*:—

【**Prohibited area.**—A prohibited area, half a mile wide, extends about one mile seaward】 from a position on the coast about 1½ miles southward of the root of Molo di Mezzogiorno at Catania harbour; a submarine cable is landed here and its direction is indicated by the alignment of two beacons, each surmounted by a black and white wicker ball with the letter **T** in white upon it. *See* page 18.

Page 471.—Lines 35-36: *Delete* “ about ” to “ -eastward of ” and *substitute* “ close to ”

Line 37: *For* “ $4\frac{1}{2}$ ” *read* “ $3\frac{1}{2}$ ”

[After line 38 insert:—

Detached shoals, with depths of $7\frac{1}{2}$ and 6 fathoms (13^m2 and 11^m0) over them, respectively, lie about $8\frac{1}{2}$ and 11 cables west-north-westward of the head of Diga Settentrionale.]

Line 39: *For* “ eastward ” *read* “ westward ”

Line 41: *For* “ $3\frac{1}{2}$ ” *read* “ 3 ”

After line 41 insert:—

An oil pier extends about 4 cables east-south-eastward from a position on the western side of the harbour about a mile northward of Punta Gennelena.

[A shoal, with depths of less than 6 fathoms (11^m0) and a least depth of $4\frac{1}{2}$ fathoms (8^m7) over it, lies about 2 cables eastward and a $5\frac{1}{2}$ -fathom (9^m6) shoal lies about 4 cables eastward of the head of the oil pier mentioned above.]

Line 42: *For* “ $1\frac{1}{2}$ ” *read* “ $1\frac{3}{4}$ ”

Page 472.—Lines 2-5: *Delete* “ There ” to “ of it ” and *substitute* “ About 3 cables north-westward of Punta Pila ”

Lines 17-18: *For* “ about 11 feet (3^m4) ” *read* “ from 8 to 17 feet (2^m4 to 5^m2) ”

Line 22: *For* “ eastward ” *read* “ westward ”

[Line 23: *Add*:—In 1954, there was a least depth of $15\frac{1}{2}$ feet (4^m8) about 200 feet (61^m0) off the middle of the wharf.]

Lines 37 and 41: *Add*:—This light-structure is fitted with a radar reflector.

[Line 43: After “ building ” insert “ , painted white,”]

[Line 44: Delete “ and white in chequers ”]

Page 473.—*After line 5 insert:—*

Two lights, vertically disposed, are exhibited, at elevations of 41 and 48 feet (12^m5 and 14^m6), on the head of the oil pier about $8\frac{1}{2}$ cables north-north-eastward of the front leading light.

Lines 9-12: *Delete* “ A ” to “ Vechie.”

[After line 26 insert:—

A conical buoy, surmounted by a red rectangle, marks the shore bank close north-north-eastward of the western entrance point to Cala del Molo.]

[After line 33 insert:—

Three compass adjustment buoys are laid about one mile south-eastward of Punta Gennalena.]

Page 474.—Line 22: *Delete* “ **Prohibited anchorage.**—”

Line 28: *For* “ eastern ” *read* “ north-eastern ”

Line 44: *Add*:—A submarine cable is landed on the southern shore of the bay about 2 miles westward of Capo Santa Panagia; the landing place is marked by the alignment of two beacons each surmounted by a yellow and black ball with the letter **T** in white upon it; anchorage is prohibited within a distance of 328 yards (299^m9) on each side of the cable for a distance of one mile offshore. See page 18.

Page 477.—Line 11: *After* “ rocks ” *insert*:—An area of foul ground lies about 3½ cables north-westward of Punta Spinazza.

[Page 480.—Line 5: *Add*:—A breakwater connects Isola Grande and the mainland. In 1954, a breakwater extending about one cable south-eastward from the south-eastern part of Isola Grande was under construction.

A light is exhibited from the head of the breakwater under construction at Isola Grande.]

[Page 483.—Line 33: *Delete and substitute*:—

“ 3. By day, a red square flag hoisted at the Palace tower and Fort St. Angelo, Grand harbour, or by night, four *red* lights disposed vertically at the Palace tower and Fort St. Angelo, indicates movements of H.M. Ships or battle practice targets in Grand harbour.

When the red square flag is hoisted close up, or the *red* lights are exhibited, all merchant traffic is to cease in Grand harbour, and is to keep clear of the approach to the entrance.

When by day, the red square flag is hoisted at the dip, or by night when ”]

[Page 484.—Line 23: *After* “ another ” *insert* “ irrespective of whether they are in sight of any other vessel ”]

Page 485.—Line 4: *For* “ Valetta ” *read* “ Valletta ”

[Lines 8 27: For “ King’s ” *read* “ Queen’s ”]

Page 487.—ALGIERS.—Column (1): *For* “ 455.3 ” *read* “ 451.5 ”

Column (2): *For* “ 422.0 ” *read* “ 447.5 ”

Column (4): *Delete* “ 74.0 ”

Column (5): *For* “ 59.0 ” *read* “ 60.7 ”

Column (6): *For* “ 24.7 ” *read* “ 26.25 ”

Column (7): *Delete* “ 24.7 ”

BIZERTA.—Column (5): *Insert* “ 131.5 ”

Column (6): *For* “ 38.7 ” *read* “ 42.5 ”

Column (7): *Insert* “ 44.5 ”

Column (8): *Insert* “ 44.5 ”

Column (9): *Insert* “ 1.2 ”

LA GOULETTE.—Column (2): *Delete* “ 193.5 ”

Column (6): *Delete* “ 11.1 ”

MALTA.—G.D.—Column (3): *Insert* “ 686.0 ”

Column (6): *For* “ 33.0 ” *read* “ 34.25* ”

Column (7): *For* “ 32.4 ” *read* “ 34.25* ”

Column (8): *For* “ 31.3 ” *read* “ 32.8* ”

Column (13): *Insert* “ *Depths relate to Stork Datum, 1 foot 2 inches below Mean Sea Level.”

MALTA.—F.D.—Column (2): *Delete* “ 847.0 ”

Column (3): *Insert* “ 847.0 ”

PALERMO.—Column (1): *For* “ 578.0 ” *read* “ 574.75 ”

Column (5): *For* “ 89.8 ” *read* “ 89.9 ”

Column (6): *Insert* “ 25.9 ”

Column (7): *For* “ 24.9 ” *read* “ 23.0 ”

Column (8): *Delete* “ 21.9 ”

Page 487 continued.

MESSINA.—G.D.—Column (5): *Delete* " 52.7 "

Column (6): *Insert* " 23.7 "

Column (7): *Delete* " 23.1 "

Column (8): *For* " 21.1 " *read* " 21.7 "

Column (9): *Insert* " 0.6 "

Insert details of floating dock as follows:—

Column (1): *Insert* " 380.6 "

Column (3): *Insert* " 315.0 "

Column (10): *Insert* " 19.0 "

Column (11): *Insert* " 19.0 "

Column (12): *Insert* " 1,968 "

Column (13): *Insert* " 44.25 " feet clear width "

Page 495.—*For* " Bies, Il Hotbat al " *read* " Bies, Il Hotba tal "

Page 515.—*For* " Kapudia, Ras, *see* Kaboubia, Ras " *read* " Kapudia, Ras, *see* Kaboudia, Ras "

Page 517.—Louza, Canal de la: Tidal streams: *For* " Page 364 " *read* " Page 365 "

Page 528.—*For* " Peñon, Rorre del " *read* " Peñon, Torre del "

NEW AND ALTERED NAMES.

The following list gives new names and altered names which will be adopted in all Hydrographic publications affected as opportunity occurs:—

New name	Page of Pilot	Obsolete name
Alcázares, Los . . .	101	—
Alidade, Banc de l' . . .	286	—
Câbliers, Banc des. . .	275	—
Chiara, Punta . . .	237	Nera, Punta; Cala Man- giavolpe
Corro, Monte . . .	244	—
Dourdas, Ras . . .	348	Durdas, Ras
Favaloro, Punta . . .	383	—
Fortin . . .	304	—
Kantara, El . . .	365	—
Khadidja, Tour. . .	362	Kredidja, Tour
Mareghni, Sidi . . .	352	Mararghni, Sidi
Marmi, Secca dei . . .	207	—
Miliane, Oued . . .	349	Milanie, Oued
Moghreb, Ras el . . .	320	Attia, Ras
Reis, Pointe Er . . .	348	Reis, Pointe El
Reis, Sidi Er . . .	348	Reis, Sidi el
Rosa, Monte. . .	449	—
Valletta . . .	388, 393, 397 and 485	Valetta
Villamarina, Punta . . .	239	—

UNIVERSITY OF MINNESOTA



3 1951 D00 088 622 5

**WILSON
ANNEX**